Hong Kong Daily Press.

ESTABLISHED 1857.

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NOTICE.

Communications respecting Advertisements, Subscriptions, Printing, Binding, &c. should be addressed "Daily Press" only, and special business matters "The Manager."

Orders for extra copies of the *Daily Press* should be sent before 11 a.m. on the day of publication. After that hour the supply is limited.

Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded.

Telegraphic Address *Press*. Telephone No. 12.

NEW ADVERTISEMENTS.

HONGKONG CLUB.

NOTICE.

THE ADJOURNED EXTRAORDINARY GENERAL MEETING of the MEMBERS of the CLUB will be held in the CLUB HOUSE, on WEDNESDAY, the 21st SEPTEMBER, 1892, at 4 P.M.

By Order,

C. H. GRACE, Secretary.

Hongkong, 13th September, 1892. [1919

DILIGENTIA LODGE OF INSTRUCTION.

A REGULAR MEETING of the above LODGE will be held on THURSDAY, the 15th inst., at 5.30 P.M. precisely.

Hongkong, 13th September, 1892. [1920

"MOGUL" LINE OF STEAMERS.

FOR SHANGHAI, KOBE, AND YOKOHAMA.

THE Steamship

"ARGYLL,"

Captain J. C. Williamson, R.N.R., will be despatched as above TO-MORROW, the 14th inst., at NOON.

For Freight or Passage, apply to

DODWELL, CARLILL & Co., Agents.

Hongkong, 12th September, 1892. [1878

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR MANILA VIA AMOY.

THE Company's Steamship

"KOWSHING,"

Captain T. R. Galsworthy, will be despatched as above TO-MORROW, the 14th inst., at 5 P.M.

This Steamer has Superior Accommodation for Passengers.

For Freight or Passage, apply to

JARDINE, MATHESON & Co., General Managers.

Hongkong, 12th September, 1892. [1916

THE CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

FOR MANILA VIA AMOY.

THE Company's Steamship

"ZAFIRO,"

Captain Cobban, will be despatched for the above ports TO-MORROW, the 14th inst., at 5 P.M.

This Steamer has Superior Accommodation for Passengers.

For Freight or Passage, apply to

SHEWAN & Co., General Managers.

Hongkong, 13th September, 1892. [1917

"SHIRE" LINE OF STEAMERS.

FOR SINGAPORE, HAVRE, LONDON, HAMBURG, AND ANTWERP.

THE Steamship

"RADNORSHIRE,"

Captain F. Davies, R.N.R., will be despatched as above on or about FRIDAY, the 23rd inst.

For Freight or Passage, apply to

DODWELL, CARLILL & CO., Agents.

Hongkong, 12th September, 1892. [1639

UNION LINE.

NOTICE TO CONSIGNEES.

FROM ANTWERP, HAMBURG, AND STRAITS.

THE Steamship

"COLONIST"

having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Kowloon, whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Claims must be sent in to the Office of the Undersigned before NOON, on the 19th instant, or they will not be recognised.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 19th inst at 3 P.M.

No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 19th inst. will be subject to rent.

Bills of Lading will be countersigned by

SHEWAN & Co., Agents.

Hongkong, 13th September, 1892. [1918

EMPIRE BREWERY, SHANGHAI.

THE HONGKONG TRADING CO., of No. 1 to 7, D'AGUILAR STREET, have been appointed SOLE AGENTS for the Sale of the Celebrated

EMPIRE PALE ALES

AND

EMPIRE EXTRA STOUT,

and will also act as our General Agents from this date

HALL & HOLTZ C.-CO., LD.

Hongkong, 1st September, 1892.

NOTICE.

HONGKONG TRADING COMPANY, LIMITED (IN LIQUIDATION).

I HAVE This Day Removed my Office to No. 7, D'AGUILAR STREET.

W. W. CLIFFORD, Liquidator.

Hongkong, 1st September, 1892. [1840

FOR SALE.

MUNICH BEER

LÖWENBRAU.

$13 .... per case of 4 dozen quarts.

$15 .... per case of 8 dozen pints.

EDUARD SCHELLHASS & CO., Sole Agents

Hongkong, 16th July, 1892. [1922

THE SINGAPORE INSURANCE COMPANY, LIMITED.

APPLICATIONS for the post of SECRETARY, which will be Vacant towards the end of the year, are invited. A thorough practical knowledge of Fire and Marine Business is necessary.

Singapore, 14th July, 1892. [1627

INTIMATIONS.

NOTICE.

HONGKONG GENERAL CHAMBER OF COMMERCE.

THE ADJOURNED SPECIAL GENERAL MEETING of the MEMBERS of the HONGKONG GENERAL CHAMBER OF COMMERCE, called to consider the Working of Ordinance No. 15 of 1891 during the period in which it has been in operation, will be held at the Rooms of the CHAMBER, CITY HALL, on THURSDAY, the 15th inst., at 4.15 P.M.

By Order,

ADAM LIND, Acting Secretary.

Hongkong, 7th September, 1892. [1888

CHINA TRADERS' INSURANCE COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE TWENTY-SIXTH ORDINARY MEETING of SHAREHOLDERS in the above Company will be held at the HEAD OFFICE, Victoria, Hongkong, on FRIDAY, the 16th SEPTEMBER, at 4 o'clock P.M., for the purpose of presenting the Report of the Directors and Statement of Accounts to 30th April last, and of declaring Dividends.

The TRANSFER BOOKS of the COMPANY will be CLOSED from the 3rd to the 16th SEPTEMBER, both days inclusive.

By Order of the Board of Directors,

W. H. RAY, Secretary.

Hongkong, 26th August, 1892. [1800

HONGKONG ST. ANDREW'S SOCIETY.

THE ANNUAL GENERAL MEETING of the MEMBERS of the above SOCIETY will be held in the CITY HALL, on FRIDAY, the 16th instant, at 5.30 o'clock.

J. H. STEWART LOCKHART, Hon. Secretary.

Hongkong, 9th September, 1892. [1897

HONGKONG HOCKEY CLUB.

THE ANNUAL GENERAL MEETING of the HONGKONG HOCKEY CLUB will be held in the CRICKET PAVILION at 5.15 P.M. on MONDAY, the 26th inst.

F. LINDSAY LLOYD, Lieut. R.E., Hon. Sec. H.K. H. C.

Hongkong, 12th September, 1892. [1914

NOTICE.

THE WANCHAI WAREHOUSE AND STORAGE COMPANY, LIMITED.

IN accordance with the provision of No. XVIII., Section 5 of the Articles of Association, the GENERAL MANAGERS have This Day declared an INTERIM DIVIDEND of 4 per cent. for the half-year ending 30th June, 1892, on the paid up Capital of the Company.

DIVIDEND WARRANTS, payable on the 21st SEPTEMBER, will be issued to Shareholders.

The TRANSFER BOOKS of the COMPANY will be CLOSED from 15th to 21st inst. (both days inclusive).

MEYER & CO., General Managers.

Hongkong, 10th September, 1892. [1905

W. POWELL & CO.

Ex S.S. "GLENARTNEY."

NEW SHIPMENT OF

K

BOOTS AND SHOES.

W. POWELL & Co.

Hongkong, 12th September, 1892. [1922

THE NORTH AUSTRALIAN BUTCHERING COMPANY, SINGAPORE.

THIS Company Butcher only AUSTRALIAN CATTLE (200 head arrive monthly by their steamer *Darwin*) and they now supply Steamers with their SEA-STOCKS, &c., of AUSTRALIAN FRESH BEEF at the same price as native beef.

Orders either for bodies or smaller quantities will receive immediate execution, and may be sent through Dubashes (i.e. Ships' Compradores) or direct to any of the given addresses.

Ask for Australian Meat and see that you get it

Offices, 3A RAFFLES PLACE, Telephone No 113.

Butchering Establishment, ORCHARD ROAD, Telephone No. 184,

Cattle Camp, NEW HARBOUR, Telephone No. 25.

Singapore, 1st September, 1892. [1890

CAUTION.

SPERRY'S MILLS.

XXX

BAKERS' FLOUR.

It has come to our knowledge that certain dishonest and unscrupulous persons are refilling sacks bearing our brand upon them with an inferior quality of Flour, and selling it as genuine. We beg to warn intending purchasers of the fact, and advise them to buy only from reliable Firms who are in a position to guarantee the genuineness of same.

SPERRY & CO., 134, California Street, San Francisco.

[1560

AUCTION.

PUBLIC AUCTION OF HOUSEHOLD FURNITURE, PIANO, ETC.

THE Undersigned has received instructions to Sell by

PUBLIC AUCTION,

ON

SATURDAY, the 17th SEPTEMBER, 1892, Commencing at 2.30 P.M., at "GLENIFFER," KOWLOON (6 minutes' walk from wharf), the Residence of W. H. YOUNG, Esq., the whole of his

HOUSEHOLD FURNITURE, Comprising:—

TAPESTRY COVERED DRAWING-ROOM SUITE,

BRUSSELS CARPET and RUGS, to Match, MARBLE-TOP CENTRE TABLE, OVERMANTEL, BRASS FENDER and IRONS, BRONZES, ORNAMENTS, PICTURES, etc.

COTTAGE PIANO by Brinsmead.

EXTENSION DINING TABLE and CHAIR, SIDEBOARD and DINNER WAGGONS, DINNER and DESSERT SERVICES, ELECTRO-PLATED and GLASS WARE, CUTLERY etc., etc.

BRASS BEDSTEADS, MARBLE-TOP DRESSING TABLE and BUREAU, MARBLE-TOP WASHING STAND, LARGE WARDROBES with Glass Doors, LACE and CHINTZ CURTAINS, BEDROOM FURNITURE,

&c., &c., &c.

The above will be on view on Friday next. A Steam Launch will leave Pedder's Wharf, at 2.10 P.M., on day of Sale.

Catalogues will be issued previous to the Sale.

TERMS OF SALE—Cash on delivery.

GEO. P. LAMMERT, Auctioneer.

Hongkong, 12th September, 1892. [1913

INTIMATIONS.

NEW YORK LIFE INSURANCE COMPANY.

FUNDS £25,915,080

New Business for 1891 exceeds £31,000,000

Heavy Reduction in Rates.

New Plan Life Policies on European Lives in China.

BIRLEY, DALRYMPLE & Co., ARNHOLD, KARBERG & Co., } Agents in Hongkong.

Hongkong, 24th March, 1892. [a1602

R. J. REMEDIOS, FOREIGN & COLONIAL STAMP DEALER,

7, CHANCERY LANE, HONGKONG.

Will be glad to send STAMPS on approval to any address on receipt of satisfactory references.

Is also prepared to purchase used POSTAGE STAMPS in Large or Small Quantities for Cash.

AGENTS WANTED.

Liberal Discount Allowed. [1844

GENTLEMEN'S OUTFITTING.

OUR NEW SHOW ROOMS, Nos. 1, 3, 5, and 7, D'AGUILAR STREET, are NOW OPEN, and will be found replete with the Latest Novelties.

A Shipment of our celebrated BOATING HATS, Blue and Black Bands:

JAPANESE CREPE SHIRTS, White and Coloured.

GAUZE FLANNEL SHIRTS.

LAWN TENNIS SHIRTS.

OXFORD SHIRTS.

THE ROYAL SHIRT for Evening Dress.

BICYCLE HOSE, SWEATERS,

BATH GOWNS and BATH TOWELS.

BATHING COSTUMES and DRAWERS,

BATH SPONGES.

HONGKONG TRADING COMPANY,

J. P. COTTAM, Managing Partner.

Hongkong, 5th September, 1892. [1872

LANE, CRAWFORD & CO.

SEEDS!!

Orders for FLOWER and VEGETABLE SEEDS are now being booked.

The following SUTTON'S SEEDS for

EARLY SOWING

will be ready for delivery on MONDAY, the 12th inst.:—

CABBAGE—Sutton's All Heart, Sutton's Gem.

CAULIFLOWER—Sutton's London White.

CARROT—Sutton's Gem, French Horn.

CELERY—Sutton's Gem, Solid White, Sutton's Prize, Superb Pink.

CRESS—Plain Water Cress.

LETTUCE—Sutton's White Heart, Tom Thumb.

MUSTARD, RED TOMATOES, YELLOW TOMATOES.

PEAS—Sutton's American Wonder.

TURNIP—Sutton's Milan.

RANSOME'S LAWN MOWING MACHINES from $17.00.

GARDEN TOOLS.

LANE, CRAWFORD & CO.

Hongkong, 3rd September, 1892. [a24

APOLLINARIS,

THE QUEEN OF TABLE WATERS.

In case of 48 quarts.

In case of 48 pints.

TRADE MARK

ESTD. 1851.

Sole Agents,

CALDBECK, MACGREGOR & CO.

Wine and Spirit Merchants,

13, Queen's Road. [a25

KELLY & WALSH, LIMITED

Pratt's To the snows of Tibet through China.

Giffen's The Case against Bimetallism.

Keane's Eastern Geography: The Malay Peninsula, Indo-China, Eastern Archipelago, Philippines, and New Guinea with Maps.

Bentham's Flora Hongkongensis.

Mountaineering—New vol. Badminton Library.

Poker—How to Play it.

From Newfoundland to Cochin-China, by Mrs. Howard Vincent.

Lessons in Commerce, by Prof. Gambaro.

Volcanoes Past and Present, by Ed. Hull.

Spon's Engineer's and Contractor's Price List.

Induction Coils, by G. E. Bonney.

Alsopps' Telephones, their construction and fitting.

Homeward Bound, a Colonist's Impressions of New Zealand, Australia, Tangier, and Spain.

Year Book of Commerce.

Sleeman's Torpedoes and Torpedo Warfare.

Traill's Boilers, Marine and Land.

Norie's Nautical Tables.

Armitage's Horse Doctor.

Elements of Metallurgy, by Phillips and Bauermann.

McCulloch's Commercial Dictionary.

Rambles through Japan without a Guide.

Potiphar's Wife and other Poems, by Sir Edwin Arnold.

Brassey's Naval Annual.

KELLY & WALSH, LD., HONGKONG. [118

W. BREWER

Demon Tennis Bats

Champion Tennis Balls

Simplex Tennis Poles and Nets.

Solid Soled Tennis Shoes.

Very fine lot of Large Copyright Engravings.

New Oil and Water Colours.

Artists' Canvas and Academy Boards.

New Infantry Drill, 1892.

Houston's Electrical Dictionary.

Todd and Whall's Practical Seamanship.

Brassey's Naval Annual.

Madame Chrysanthème.

A B C and A1 Telegraph Codes.

Agers' Telegraph Codes.

Shortland's Nautical Surveying.

Routledge's Electric Lighting.

Gee.—The Jeweller's Assistant.

Sankey's Hymns with Music.

Letter Scales and Office Bells.

Folding Pocket Compasses in Cases.

New Cigar, Cigarette, and Card Cases.

WALTER W. BREWER, UNDER HONGKONG HOTEL.

[19

MOUTRIE, ROBINSON & CO.

PIANOS, ORGANS, HARMONIUMS. BABY ORGANS.

VIOLINS. BANJOS, GUITARS, MANDOLINES.

BRASS INSTRUMENTS CLARIONETTTES, OBOES, TRUMPETS. BUGLES.

INSTRUMENTS OF EVERY KIND.

SHEET MUSIC and FOLIOS of every description.

MOUTRIE, ROBINSON & CO., (Under Hongkong Hotel), Hongkong.

Hongkong, 19th March, 1892. [a24

PORTLAND CEMENT.

J. B. WHITE & BROS.

SOLE AGENTS FOR CHINA.

HOLLIDAY WISE & Co.

Hongkong, 11th April, 1888. [1324

CUTLER, PALMER & CO.,

Shippers to CHINA for over half a Century. Established in EUROPE in 1815.

This ancient House consign to us the well-known

4 STARS COGNAC, superb quality. Price $15.75 per 1 dozen quarts.

The 3 STARS COGNAC, about 3 years younger, Price $14.50 per 1 dozen quarts.

The 2 STARS COGNAC, equal to Hennessy's, Price $11.75 per 1 dozen quarts.

"PALL MALL" WHISKY, very old and high class. Each bottle contains an analyst's certificate. The Whisky is simply grand. Price $14.00 per 1 dozen quarts.

HEART BOTTLE SCOTCH WHISKY, moderate in price, excellent in quality, a great favourite. Price $10.25 per 1 dozen quarts.

INVALIDS' PORT, Analysed and Certificated by Professor Cassall. Price $14.00 per 1 dozen quarts.

SHERRIES, AMOROSO. Price $14.00 per 1 dozen quarts. LA TORRE. Price $11.50 per 1 dozen quarts. Pure and natural wine, a tonic. WHITE SEAL SHERRY—Popular at the Club, dry, clear, and of good flavour. Price $14.00 per 1 dozen quarts.

CLARETS in Qts. and Pts. MOUTON, Price $19.25 per 1 dozen quarts. LAROSE, Price $11.25 per 1 dozen quarts. MARGAUX-MEDOC, Price $6.25 per 1 dozen quarts.

LIQUEUR, BENEDICTINE, D.O.M., Price $26 per 1 dozen quarts.

CUTLER, PALMER & Co.

Agents—SIEMSSEN & Co., HONGKONG.

[28

CUTLER, PALMER & Co.

WINE & SPIRIT MERCHANTS. Established London and Bordeaux in 1815. Shippers over half a century.

Apply to G. C. ANDERSON, of Messrs. JARDINE, MATHESON & Co., Hongkong.

[28

NEW ORIENTAL BANK CORPORATION, LIMITED, IN LIQUIDATION.

NOTICE TO CREDITORS

CLAIMS on the HONGKONG BRANCH must be sent to the Undersigned. Forms may be had on application.

E. W. RUTTER, Attorney for the Liquidator.

Hongkong, 25th August, 1892. [1793

INTIMATIONS.

THE STANDARD

A SCOTTISH LIFE OFFICE OF 64 YEARS STANDING AND ONE OF THE WEALTHIEST AND MOST PROGRESSIVE OF THE PROVIDENT INSTITUTIONS OF THE UNITED KINGDOM.

THE STANDARD has a long record of good services to refer to; its Funds, annually increasing, amount to £7,000,000 Stg.; the Premiums are moderate; and all modern features consistent with safety have been adopted.

DODWELL, CARLILL & Co., Agents, Hongkong.

1014—6a]

HONGKONG RIFLE ASSOCIATION.

THE SHORT RANGE CUP will be Shot for on SATURDAY next, the 17th inst. Ranges, 500 and 600 yards. Time, 3.45 P.M.

ED. ROBINSON, Hon. Secretary.

Hongkong, 12th September, 1892. [35

PERSEVERANCE LODGE OF HONGKONG, No. 1,165 E.C.

A REGULAR MEETING of the above LODGE will be held in the FREEMASONS' HALL, Zetland Street, on FRIDAY, the 16th inst. at 8.30 for 9 P.M. precisely. Visiting Brethren are cordially invited.

Hongkong, 9th September, 1892. [1896

INSURANCES.

THE MAN ON INSURANCE COMPANY, LIMITED.

HEAD OFFICE—HONGKONG

CAPITAL (SUBSCRIBED), $1,000,000.

BOARD OF DIRECTORS.

LUM SIN SANG, Esq.

SAN HUP, Esq. | YOW CHONG PENG, Esq.

CHAN LI CHOY Esq. | Q. HOI CHUNE, Esq.

The Company GRANTS POLICIES on MARINE RISKS to all parts of the World, payable at any of its Agencies.

Contributory Dividends are payable to all Contributors of Business, whether they are Shareholders or not.

WOO LIN YUEN, Secretary.

HEAD OFFICE,

No. 2, Queen's Road West,

Hongkong, 14th March, 1891. [669

GENERAL LIFE AND FIRE ASSURANCE COMPANY IN LONDON.

THE Undersigned having been appointed Agents for the above Company, are prepared to ACCEPT RISKS against FIRE and LIFE at Current Rates.

REUTER, BRÖCKELMANN & Co.

Hongkong, 1st July, 1889. [816

THE CHINA FIRE INSURANCE COMPANY, LIMITED.

ESTABLISHED 1870.

HEAD OFFICE,—Hongkong.

CAPITAL TWO MILLION DOLLARS

PAID-UP CAPITAL	$ 400,000
RESERVE FUND	779,000
CLAIMS PAID	919,000
BONUSES PAID	498,000

RISKS accepted at Current Rates throughout.

JAS. B. COUGHTRIE, Secretary.

Hongkong, 29th March 1892. [861

PHOENIX FIRE OFFICE.

The Undersigned are now prepared to GRANT POLICIES of INSURANCE against FIRE at Current Rates.

DOUGLAS LAPRAIK & Co., Agents for the Phoenix Fire Office.

Hongkong, 17th August, 1887. [14

TRANSATLANTIC FIRE INSURANCE COMPANY OF HAMBURG.

The Undersigned, having been appointed Agents for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

SIEMSSEN & Co., Agents.

Hongkong, 16th November, 1872. [15

THE IMPERIAL INSURANCE COMPANY, LIMITED.

FIRE.

LONDON ESTABLISHED 1803.

SUBSCRIBED CAPITAL	£1,200,000.
PAID-UP CAPITAL	300,000.
TOTAL INVESTED FUNDS (over)	1,600,000.

The Undersigned are prepared to accept First Class FOREIGN RISKS at Current Rates.

GIBB, LIVINGSTON & CO., MEYER & CO., } Agents in Hongkong.

Hongkong, 23rd January, 1892. [236

THE NORTH GERMAN FIRE INSURANCE COMPANY OF HAMBURG.

THE Undersigned having been appointed Agents for the above Company, are prepared to GRANT POLICIES of INSURANCE against FIRE to the extent of $100,000 on First-class Risks at current rates.

SCHEELE & CO., Agents.

Hongkong, 22nd April, 1892. [948

SUN INSURANCE OFFICE, LONDON.

FOUNDED 1710.

THE Undersigned having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

SIEMSSEN & CO., Agents.

Hongkong, 16th May, 1892. [1096

NORTH BRITISH AND MERCANTILE INSURANCE COMPANY.

TOTAL ASSETS AT 31ST DECEMBER, 1891, £10,695,969 2s. 11d.

		£ s. d.
I.—AUTHORISED CAPITAL	£3,000,000	
SUBSCRIBED CAPITAL	2,750,000	
PAID-UP CAPITAL		687,500 0 0
I.—FIRE FUNDS		2,717,177 13 9

The Undersigned having been appointed AGENTS for the above Company are prepared to ACCEPT RISKS against FIRE at Current Rates.

SHEWAN & Co., Agents.

Hongkong, 1st July, 1892. [1436

EQUITABLE LIFE ASSURANCE SOCIETY OF THE UNITED STATES.

ASSURANCE IN FORCE	£167,686,366
NEW ASSURANCE IN 1891	48,586,319
ASSETS, 31ST DECEMBER, 1891	28,374,691

The largest Life Assurance Society in the World.

Absolute Security.

Low Premiums. Large Profits.

For rates and forms of application, &c., apply to

SHEWAN & Co. Agents.

Hongkong, 1st July, 1892. [1437

FIRE INSURANCE COMPANY, OF 1877 IN HAMBURG.

THE Undersigned having been appointed Agents for the above Company, are prepared to ACCEPT RISKS, against FIRE at Current Rates.

REUTER, BRÖCKELMANN & Co., Agents.

Hongkong, 1st July, 1889. [193

INTIMATIONS.

DAKIN, CRUICKSHANK & CO., LIMITED,

CHEMISTS, &c.

TAKARADZUKA MINERAL WATER.

This is a palatable and refreshing Table Water, containing eight per cent. more Iron Carbonate than any Water from similar Spas known. It is recommended by the leading Medical men throughout China, Hongkong, and Japan.

It makes a wholesome, invigorating, and tonic beverage either by itself or mixed with Claret, Gin, or light wines, invigorating in lassitude and debility so common throughout the East during the greater part of the year.

Its curative properties in Gout, Dyspepsia, Rheumatism, Anaemia, and Urinary disorders can be testified to by cases that have derived great benefit by its use from time to time.

Per case of 4 doz. pts. .... $ 5.50

Per case of 8 doz. pts. $10.50

AGENTS FOR HONGKONG—

DAKIN, CRUICKSHANK & CO., LTD., VICTORIA DISPENSARY.

a21]

CARBOLINEUM-AVENARIUS

USED FOR 16 YEARS.

Thoroughly reliable preservative for Wood and Stone against White-Ants, Decay, Fungus, Rot, and Dampness.

Sole Agents for China, SCHEELE & Co.

Hongkong, 25th January, 1892. [1253

THE MIIKE COAL MINING COMPANY.

THE MIIKE COAL is a Bituminous Coal of dark reddish colour. For Steam purposes, it has been pronounced to be THE BEST AND THE MOST ECONOMICAL OF ALL THE JAPANESE COALS.

Its export is increasing yearly, and the opinions expressed by several of THE LARGEST REGULAR CONSUMERS are in testimony of the EXCELLENT QUALITIES OF THE COAL.

Attention is called to the following ADVANTAGES to Shipowners and Captains who Coal their Bunkers direct from the Undersigned:—

Freshness of the Coal.

Uniformity of quality.

Freedom from impurities.

Supply in any quantity on shortest notice.

Quick despatch.

Best of weight, etc., etc.

MITSUI BUSSAN KAISHA, Sole Agents.

Hongkong, 23rd July, 1892. [2457

HONGKONG HIGH-LEVEL TRAMWAYS COMPANY, LIMITED.

TIME TABLE.

WEEK DAYS.

7.30 a.m. to 10.30 a.m. ....Every quarter of an hour.

11.30 a.m. to 12.30 p.m. ....Every half hour.

12.30 p.m. to 2.30 p.m. ....Every quarter of an hour.

3.30 p.m. to 8.00 p.m. ....Every quarter of an hour.

Night cars at 8.45 p.m., 9 p.m., 11 p.m., and 11.15 p.m.

SUNDAYS.

10.30 a.m. and 10.40 a.m.

Noon to 2 p.m. ....Every quarter of an hour.

3 p.m. to 8 p.m. ....Every quarter of an hour.

Night cars from 9 p.m. to 11 p.m., every half hour.

HUMPHREYS & SON, General Managers.

Hongkong, 1st April, 1892. [794

BANKS.

THE NATIONAL BANK OF CHINA LIMITED.

AUTHORIZED CAPITAL .... £1,000,000.

SUBSCRIBED .... £ 500,000.

HEAD OFFICE—HONGKONG.

COURT OF DIRECTORS.

D. GILLIES, Esq. | CHOW TUNG SHANG, Esq.

CHAN KIT SHAN, Esq. | W. WOTTON, Esq.

C. J. HIRST, Esq. | KWAN HOI CHUEN, Esq.

Chief Manager.

GEO. W. F. PLAYFAIR.

ADVISORY COMMITTEE IN LONDON.

THOMAS CARMICHAEL, Esq., Messrs Dent, Palmer & Co.

JOHN BUTTERY, Esq., Messrs. John Buttery & Co.

C. B. STUART-WORTLEY, Esq., M.P. for Hallam.

GEO. MUNRO, Manager.

BANKERS.

PARR'S BANKING CO. AND THE ALLIANCE BANK (LIMITED).

THE COMMERCIAL BANK OF SCOTLAND.

YOKOHAMA—D. FRASER, Manager.

SHANGHAI—C. J. GALLOWAY, Manager.

AMOY—J. ANDERSON, Manager.

Current Accounts opened. Money received on Deposit. Drafts issued. Bills purchased and collected. Advances made on Securities or Goods in Neutral Godowns. Usual Bank Agency business undertaken.

Interest for 12 Months Fixed ......5 %

" " 6 " " ......4 %

" " 3 " " ......3 %

" Current Accounts ......2 %

For Rates of Interest for other periods apply to the Manager.

Hongkong, 30th August, 1892. [13

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application.

INTEREST on deposits is allowed at 3½ PER CENT. per annum.

Depositors may transfer at their option balances of $100 or more to the HONGKONG AND SHANGHAI BANK to be placed on FIXED DEPOSIT at 4½ PER CENT. per annum.

For the HONGKONG AND SHANGHAI BANKING CORPORATION,

F. DE BOVIS, Chief Manager.

Hongkong, 12th August, 1891. [11

HONGKONG & SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL $10,000,000

RESERVE FUND ....$ 3,300,000

RESERVE LIABILITY OF PROPRIETORS...$10,000,000

COURT OF DIRECTORS:—

T. E. DAVIES, Esq.—Chairman.

H. HOPPIUS, Esq.—Deputy Chairman.

James J. Bell-Irving, Esq. | A. McConechie, Esq.

C. J. Holliday, Esq. | J. S. Moses, Esq.

Carl Jantzen, Esq. | D. R. Sassoon, Esq.

Julius Kramer, Esq.

CHIEF MANAGER:

Hongkong—F. DE BOVIS, Esq.

MANAGER:

Shanghai—J. P. WADE GARD'NER, Esq.

LONDON BANKERS—LONDON & COUNTY BANKING COMPANY, LIMITED.

HONGKONG—INTEREST ALLOWED.

On Current Account at the rate of 2 per Cent. per Annum on the daily balance up to $200,000.

On Fixed Deposits:—

For 6 months, 3½ per Cent. per Annum.

For 12 months, 4½ per Cent. per Annum up to $200,000.

For 12 months, 4 per Cent. per Annum on sums in excess of $200,000.

F. DE BOVIS, Chief Manager.

Hongkong, 20th August, 1892. [10

SHIPPING.

ARRIVALS.

Sept. 11, J. Y. ROBBINS, British sh., 178, Crosby, New York 10th May, Petroleum.—ORDER.

Sept. 12, PAKSHAN, British str., 835, John Jenkins, Saigon 7th Sept., Rice.—CHINESE.

Sept. 12, PRESTO, German str., 645, E. Bohn, Tourane 9th Sept., General.—SIEMSSEN & Co.

Sept. 12, HIGO MARU, Japanese str., 633, J. J. Jones, Manila 9th Sept., General.—G. R. STEVENS.

Sept. 12, ASK, Danish steamer, 632, Revsbeck, Haiphong 9th Sept., and Hoihow 11th, Rice, Pigs, Fowls.—A. R. MARTY.

Sept. 12, VERONA, British steamer, 1,876, F. H. Seymour, Yokohama 3rd Sept., General.—P. & O. S. N. Co.

Sept. 12, COLONIST, British str., 1,437, Alfred M. Mars, Hamburg 23rd July, General and Explosives.—SHEWAN & Co.

Sept. 12, CHAROON WATTANA, Siamese bk., 656, H. Koch, Bangkok 27th August, Wood.—CHINESE.

Sept. 12, FRIGGA, German steamer, 1,400, F. Nagel, Kobe 6th Sept., General.—SIEMSSEN & Co.

CLEARANCES.

AT THE HARBOUR MASTER'S OFFICE.

12TH SEPTEMBER.

Swatow, German str., for Hoihow.

Formosa, British str., for Swatow.

Independent, German str., for Saigon.

Alwine, German str., for Hoihow.

DEPARTURES.

Sept. 12, FORMOSA, British str., for Tamsui.

Sept. 12, ROSETTA, British str., for Shanghai.

Sept. 12, NANCHANG, British str., for Canton.

Sept. 12, TAISANG, British str., for Canton.

PASSENGERS.

ARRIVED.

Per *Higo Maru*, str., from Manila.—421 Chinese.

Per *Ask*, str., from Haiphong, &c.—M. le Commandant Courtes.

Per *Verona*, str., from Yokohama for Hongkong.—Baron von Lüttwitz, Mrs. Patterson, Miss Patterson, Surg.-Col. Patterson, Lieut. W. H. Patterson, Mr. J. Robertson, Mdme. Surthow and child, Capt. Hawkins, Lieut. W. G. N. Sterling, Lieut. Carey, and Rev. G. Campbell. From Kobe.—Mrs. Ah Moe, Messrs. J. . . Miller and Tomo Tsune. From Nagasaki.—Mr. A. Wright, Mrs. Ouki, Mrs. and . . Sido. For Penang.—Messrs. Tomiki and Furukawa. From Yokohama for Bombay.—Vety. Surg. J. A. Nunn. For Brindisi.—Mr. Runey, and Miss Carrey Rose.

DEPARTED.

Per *Formosa*, str., for Swatow.—Mr. C. Focken. For Tamsui.—Mr. L. le Breton.

VISITORS AT HOTELS.

HONGKONG HOTEL.

Capt. Benson	Rev. J. M. Morton, B.A.
Mr. W. A. Cadby	Mr. R. B. Runey
Earl Courtes	Surgeon Major and Mrs. Robinson
Mr. J. David	Mr. John Robertson
Mr. Orlando Harley	Mr. Fred. E. Shean
Mr. J. H. Hume-Rothery	Mr. J. M. Speer
Mr. J. Kirkwood	Mr. W. H. Sterling
Mr. J. Laus	Mr. W. Tam
Mr. & Mrs. Millar	Mr. O. Waer
Mr. E. R. Miller	Mr. N. Wong
Mr. F. J. Mitchell	

MOUNT AUSTIN HOTEL.

Mr. Beattie	Mr. Henry Louis
Mrs. Blackburne	Mr. Macbean
Mr. C. Broderson	Mr. A. A. Main
Mr. Hart Buck	Mr. Charles C. Walsh
Consul Butler	Mr. & Mrs. McLeod
Mr. Ballen	Mr. Louis Mendel
Mr. Cochrane	Mr. & Mrs. R. M. Moore, child
Mr. & Mrs. C. C. Cohen	
Mr. J. B. Coughtrie	Commodore Buey Pelisser
Mr. & Mrs. A. J. David & children	Mrs. Buey-Pelisser and child
Miss Featherstonehaugh	Madame Louis Rocher
Mr. Geo. Fenwick	Mr. A. Ross
Mr. W. H. Gaskell	Mr. J. J. Ruben
Mrs. Glover	Mrs. Maurice Schultz
Mr. & Mrs. Guinness	Mr. Taylor
Mrs. W. H. Inglis and children	Captain Tillet
	Mrs. Tulloch, nurse and child
Mr. & Mrs. Kramer	
Mr. Layton	Hon. T. H. Whitehead
Mr. Lind	

VESSELS IN DOCK.

ABERDEEN DOCKS.—

KOWLOON DOCKS.—Batavia, Likin.

COSMOPOLITAN DOCK.—

HOTELS.

MOUNT AUSTIN HOTEL.

1,400 feet above sea level.

Telegraphic Address, "Excelsior" Hongkong. A.B.C. Code. Telephone, No. 35.

This Magnificent Hotel is situated at the most beautiful part of the Peak, the air is delightfully cool and bracing, the temperature being at least 10 degrees lower than in the valley beneath. Luxuriously furnished, and Cuisine and Wines first class.

THE TABLE D'HOTE DINNER Is Served in the Grand Dining Room at 7.45 P.M.

Arrangements can be made for Dinner Parties in Private Rooms. Tables or Seats can be reserved for the Table d'Hote, and Wines iced to Order.

On SATURDAY next, 17th SEPTEMBER (by kind permission of Lieut.-Col RAVENHILL and OFFICERS), the BAND of the FIRST SHROPSHIRE LIGHT INFANTRY will play during DINNER and afterwards in the Grounds of the Hotel.

For further particulars apply to the undersigned, or to the SECRETARY at the COMPANY'S OFFICE, 38 and 40, Queen's Road Central.

R. ISHERWOOD, Manager, Mount Austin Hotel.

Hongkong, 12th September, 1892. [1843

HONGKONG HOTEL

Telegraphic Address. "Kremlin"—A B.C. Code. *Telephone, No. 32.*

THE most commodious and best appointed Hotel in the Far East; situated in the centre of the town, opposite the General Post Office and the Hongkong Club, and adjacent to Pedder's Wharf (the principal landing stage of the Colony).

The Hotel STEAM LAUNCH conveys passengers and baggage to and from all Mail Steamers.

The TABLE D'HOTE, at separate tables, is supplied with every delicacy.

The BED-ROOMS with adjoining Bath-rooms, are lofty and well ventilated, open on to spacious Verandahs, are lighted by gas and fitted throughout with electric communicators.

The READING, WRITING, and SMOKING ROOMS, LADIES' DRAWING ROOMS, the new BAR and public BILLIARD ROOMS (Six English and American Tables) are fitted with every convenience.

A GRILL ROOM where chops, steaks, &c., are served at any hour, adjoins the HOTEL.

WINES and SPIRITS of the Best Brands only.

HYDRAULIC ASCENDING-ROOMS of the latest and most approved type convey passengers and baggage from the Entrance Hall to each of the five floors above.

NIGHT PORTERS and WATCHMEN are continually on duty.

R. TUCKER, Manager

Hongkong, 2nd April, 1892. [a806

WANTED.

ONE or TWO THOUSAND DOLLARS for six months on good security and high interest.

B. C., Office of this Paper.

Hongkong, 10th September, 1892. [1903

NOTICE.

I BEG to inform the Public that I have received

FRESH ROLL BUTTER

in excellent condition, and expect some by every mail. A trial is solicited.

G. GIRAULT.

2139]

INTIMATIONS.

BROWN, JONES & CO.
AMERICAN AND ITALIAN MARBLE CROSSES,
HEADSTONES AND COLUMNS
in Stock.
Prices moderate. Work Promptly Done.
349] Satisfaction Guaranteed.

A. S. WATSON & CO., LIMITED,

AERATED WATERS.

GINGERADE
GINGERALE
LEMONADE
LEMON SQUASH
LITHIA WATER
PHOSPHORIC CHAMPAGNE
POTASH WATER
RASPBERRYADE
SARSAPARILLA
SELTZER WATER
SODA WATER
TONIC WATER.

In the manufacture of these Waters the purest ingredients only are used, and the utmost care and cleanliness exercised throughout. The Water used is subjected to a perfect system of filtration, daily examinations, and periodically to searching chemical analyses; so that absolute purity and safety are guaranteed.

FOR COAST PORTS.

Waters are packed and placed on Board at Hongkong Prices and the full amount allowed for Packages and Empties when received in good order.

SUMMER BEVERAGES.

FRUIT CORDIALS.—Raspberry, Strawberry, Lime, Damson, Black Currant, Red Currant Pine Apple, Orleans Plum, Morella Cherry and Gooseberry.

FRUIT SYRUPS.—Lemon, Lime Juice, Raspberry, Strawberry, &c.

Prepared from Genuine Fruit Juices imported by ourselves, they contain the full flavour of the sound ripe fruit; mixed with plain or Aerated Water, they make delightful Summer Drinks.

AGENTS FOR
MONTSERRAT LIME JUICE
AND CORDIAL.

WINES AND SPIRITS.

PORTS,	BURGUNDIES,
SHERRIES,	HOCKS,
CLARETS,	CHAMPAGNES,
BRANDIES,	WHISKIES,
GIN,	RUM,

LIQUEURS.
A large selection of choice Old Brands.

Full particulars and prices on application.

TOBACCO.
CIGARS AND CIGARETTES.

A complete stock of all the best and most popular Brands.

VIN DE QUINQUINA.

A Medicinal Wine *agreeable to the taste* containing the valuable properties of Cinchona Bark combined with a choice Brand of Red Wine.

Its powerful anti-febrile qualities tend to ward off attacks of malarial fever, and to all convalescents it acts as a quick restorative and appetizer.

A. S. WATSON & CO., LD.,
THE HONGKONG DISPENSARY.
Hongkong, 22nd July, 1892. [17

NOTICE TO CORRESPONDENTS.

Only communications relating to the news columns should be addressed to "The Editor."

Correspondents are requested to forward their name and address with communications addressed to the Editor, not for publication, but as evidence of good faith.

All letters for publication should be written on one side of the paper only.

No anonymously signed communications that have appeared in other papers first will be inserted.

Orders for extra copies of the *Daily Press* should be sent before 11 a.m. on the day of publication After that hour the supply is limited.

Telegraphic Address *Press*. Telephone No. 12

DEATH.

At Pedder's Hill, on the 12th inst., ALICE, the beloved wife of ROBERT FRASER SMITH, Editor of the *Hongkong Telegraph*. The funeral will leave Pedder's Hill at 5 p.m. and pass the Monument at 5.30 p.m. to-day (13th). [1921

The Daily Press.

HONGKONG, SEPTEMBER 13TH, 1892.

The O. S. S. Co.'s steamer *Laertes*, left Singapore on the morning of the 11th inst. for this port.

The R.M.S. *Empress of China*, from Hongkong on 20th August, arrived at Vancouver on the 9th inst.

During the week ended the 11th inst. there were 1,884 visitors to the City Hall Museum, of whom 168 were Europeans.

Mr. Alexander R. Webb, Consul for the United States at Manila, having resigned, Mr. William A. Daland has temporarily taken charge of the Consulate.

The *Hyogo News* says that the *Ancona* is to be taken off the Hongkong-Japan line, and will go into the P. & O. Company's dock at Bombay for repairs. The *Ravenna*, a much larger vessel, will act as her substitute.

The Tonkin papers say that the tail of a typhoon, or a strong gale, visited Do-son on the night of the 4th inst. and lasted till about half-past three on the following morning. No serious damage was done beyond a few matsheds being demolished and others partially destroyed. In the river a junk loaded with 10,000 bricks came to grief and a number of sampans foundered, but no loss of life has been reported.

Several unsuccessful efforts have been made to raise the wreck of the Japanese man-of-war *Osaka*, which sank off Hegurijima in the Suonada on her return from Formosa in December, 1875. Some men of Yamaguchi and Nagasaki are said to be now making preparations to raise her cargo by blowing her to pieces with dynamite. The cargo consists of 30 cases of copper coins, yen 67,000 of silver, and yen 150,000 of gold coins, besides ammunition.

We have received the first number of *The Eastern World*, a new weekly paper printed at Tokyo. It is well printed and neatly got up, but there is little variety in the letterpress, and if continued on the same lines will hardly justify its *raison d'être*. For a first issue there is a good show of advertisements, but it may be doubted whether the small foreign community in Japan is not already very much over-supplied with papers. How they all exist is a mystery to most persons.

The China Mutual steamer *Pingsuey*, from London and Liverpool, passed the Canal on the 12th, and may be considered due at Singapore on or about the 30th instant.

The *Japan Mail* writes:—We find in the *Hochi Shimbun* a statement to the effect that a certain Chinese gentleman, by name Lo Kui-f'wan, having been treated for leprosy by Dr. Arai Saku of the *Shusai* Hospital in the Komagome suburb of Tokyo, and having derived great benefit from the treatment, has given a sum of ten thousand dollars towards establishing a Leper Hospital in Peking, and further proposes to subscribe twenty thousand *yen* next year for the rebuilding of the *Shusai* Hospital. This is indeed generosity. But surely if we may look for a glow of generous liberality anywhere, it should be in the bosom of a man who has been cured of such a terrible disease as leprosy, and Mr. Lo is said to have been completely cured by Dr. Arai's treatment.

It is (says the *Japan Mail*) only within the last two years that the Japanese have begun to realise the value of Fire Insurance Companies. The earliest Japanese Company was, if we are not mistaken, founded in 1886. But for the first few years of its existence it had little business to do. Four years ago a second Company was formed, which is reported to be doing well. As a rule it has been the experience of these companies that the application for policies have been more numerous in the winter than in the summer. But this year the reverse is the case. The reason alleged is that the Japanese have discovered that by insuring houses they qualify them to be offered as security for money borrowed. The value of a house for mortgaging purposes has hitherto been practically *nil* in Japan.

The Shanghai *Mercury* says:—We are informed from an authoritative and official source that H.E. Shêng Taotai, the Chief Director of Chinese Telegraphs, has signed the Russo-Chinese Telegraph treaty and is endeavouring to induce the Viceroy Li to support him in his efforts to get the Tsung-li Yamên to ratify this traitorous and insidious instrument, which virtually puts the Chinese lines into the hands of his paymasters, the great Northern Telegraph Company and the Russian Administration. But we believe the Viceroy, who has not the same inducements to serve the cable companies as has Shêng, does not view the Treaty in the light his subordinate sees it, and the Tsung-li Yamên, if action is taken by the Foreign Ministers and the public bodies in China and Hongkong, will refuse to ratify it, as they refused to ratify Sheng's former attempt to sell the service over which he presides into the hand of its enemies by the Chefoo Convention of 1887. We invite the attention of the Censors to Sheng's treachery and inordinate love of the briber's lucre, which is leading him to such dangerous lengths.

On Tuesday night, the 30th August, the annual festival on Maya-san (known among foreigners as the Moon Temple) was held, and the lights at the different rest-houses on the mountain were easily to be seen from Kobe. The weather being fine, a very large number of people made the ascent, and we regret to say that a very serious accident occurred near the summit. As those who have made the ascent know, the temple is approached by several flights of stone steps amounting to about two hundred and fifty in all. The steps are very steep, and rough and uneven, requiring some care even when there is no noisy jostling crowd, so that they are very dangerous when being ascended or descended by crowds of people many of them under the influence of *saké*. About half-past eleven on Tuesday night a man slipped and fell when near the top of these steps, and his fall brought down others until thirty people were rolling down the steps in a confused mass. Assistance was at once rendered to the unfortunate people, but of the thirty who fell we hear that five were killed instantly, one or two of these having fallen over the cliff at the side of the steps. Others had arms and legs broken, and their plight, far away from medical assistance, must have been terrible. These accidents in the night ascent of Maya-san occur almost every year, but they do not appear to diminish the attendance at the festival.—*Kobe Chronicle*.

The *British North Borneo Herald* says:—The region which Mr. Cowie is endeavouring to open up and which at no distant date we trust to see traversed by a railway is not only known to contain gold and other minerals but believed by many to embrace some of the best land in the territory for agricultural purposes. At least the rivers descending from the central range, and Mr. Murray, who has lately been exploring and prospecting for about three years in the interior of Koti is known to have discovered valuable gold bearing rock in many parts of the range as he travelled northwards into the company's territory, where some of his richest specimens are reported to have been found. We have been informed on good authority that it is Mr. Murray's opinion that lodes as rich if not richer than any yet discovered in Borneo will be found in the central range of this state, and that his chief reason for locating himself outside our southern boundary in Dutch territory was the superior facilities for transport to and from the coast afforded by the latter position. Although the floating of the proposed railway company has been delayed by bad times and commercial depression, we are glad to see that Mr. Cowie is keeping the project before the public and that he is still confident of success. Mr. Cowie's scheme of connecting Sandakan and Labuan by railway with a branch line leading southwards to open up the auriferous deposits which are known to exist in the central range is one that deserves at all events the hearty sympathy and support of all interested in the development of the country.

LATEST TELEGRAMS.

[FROM MANILA PAPERS.]

MADRID, 1st September.

CHOLERA IN EUROPE.

Cholera has appeared in Venice and Naples.

THE STRIKE IN HAVANA.

The tobacco manufacturers have re-opened their factories.

THE CIVIL WAR IN MOROCCO.

The civil war has recommenced in Morocco.

THE TYPHOON.

The Spanish Consul favours us with the following weather telegram:—

MANILA, 12th September, 10 a.m.

There is a probable depression in the China Sea; direction, W.N.W.

SUPREME COURT.

12th September.

IN SUMMARY JURISDICTION.

BEFORE MR. H. E. POLLOCK, ACTING PUISNE JUDGE, AND A SPECIAL JURY.

J. MITCHELL *v.* R. FRASER SMITH.

This was an action to recover $1,000 damages alleged to have been sustained by the plaintiff, John Mitchell, marine engineer in the employ of Messrs. Butterfield & Swire, by a libel published by the defendant, Robert Fraser Smith, in the *Hongkong Telegraph*, of which paper the defendant is proprietor, editor and publisher.

Mr. Hastings (from the office of Messrs. Wotton and Deacon) appeared for the plaintiff, and the defendant conducted his case in person.

The following special jury was empannelled:—Mr. A. Shelton Hooper, Mr. A. O'D. Gourdin, and Mr. E. S. Wheeler.

The following are the pleadings and answer:—

1.—The Plaintiff is a Marine Engineer and Surveyor residing at Victoria in the Colony of Hongkong and is in the employment of Messieurs Butterfield and Swire Merchants and Steamship Agents of the same place as Marine Superintendent Engineer and Surveyor.

2.—The Defendant also resides at Victoria aforesaid and is now and at all times material to this action was the proprietor the Editor and Publisher of a newspaper called the *Hongkong Telegraph*.

3.—The Defendant on or about the 7th day of July 1892 falsely and maliciously printed and published of the Plaintiff in the said newspaper called the *Hongkong Telegraph* the words following that is to say:—"Messrs Butterfield and Swire had sent their doughty henchman Mr. John Mitchell alias Copper Jack to inspect the ship" (meaning thereby that the plaintiff had been sent by Messieurs Butterfield and Swire to inspect the steamship *Ooriyia* and report upon her condition with a view to the purchase of the said steamship by the said Messieurs Butterfield and Swire or some other person or persons) "He, we believe, inspected it through the bottom of a tumbler and in no other way" (meaning thereby that the plaintiff in breach of his duty to his employers merely took liquid refreshment on board the said steamer and neglected to inspect her as it is alleged he was instructed to do) [illegible] "how his report was highly flattering when it should have been condemnatory in the extreme" (meaning thereby that the plaintiff reported to his said employers that the said ship was in a good and safe condition, while in reality the said ship was in a bad and defective condition and unsafe for the conveyance of passengers and cargo). "After the purchase a thorough survey was made by the Government Surveyor and a shocking state of affairs was revealed. The ship had been lying up for six or eight months in Singapore Harbour and had simply rotted away below the water line. Above, everything was in wonderfully good order, but below – all rotten."

4.—In consequence of the premises and of the publication of the said libel the plaintiff has been and is greatly injured in his said profession and business and has suffered in his credit and reputation as a Marine Engineer and Surveyor.

The plaintiff therefore humbly prays:—

That the defendant may be ordered to pay to the plaintiff the sum of $1,000 as damages and that the defendant may be ordered to pay to the plaintiff his costs of the action.

Dated this 2nd day of August, 1892.

(Signed) JOHN MITCHELL.

1.—Defendant admits the statement in paragraph 1 of the Petition that Plaintiff is a Marine Engineer and Superintending Engineer in the employment of Messrs. Butterfield and Swire, but does not admit that he is a Surveyor.

2.—Defendant admits that, when resident in Hongkong, he is the Editor and Publisher of the *Hongkong Telegraph* newspaper, but says, without in any way shirking his legal responsibilities, that on the 7th day of July, when the alleged libel was published, he was on board the steamship *Oceanic* en route to Japan and had personally nothing whatever to do with either the editing or publishing of the *Hongkong Telegraph* aforesaid.

3.—Defendant admits that the quotations in paragraph 3 of Plaintiff's Petition did appear in the *Hongkong Telegraph* of July 7th; but denies that he had anything to do either with their editing or publication; or that they were in any way a libel on the professional reputation of the Plaintiff; or that they can be made to bear the meaning conveyed by the innuendoes set out in the Petition.

4.—Defendant denies that the publication of the said report has injured plaintiff, as alleged in the petition, in his profession and business, or that he has suffered in his credit and reputation as a Marine Engineer and Surveyor.

5.—Finally, defendant says that the statements made in the report aforesaid were supplied to the *Hongkong Telegraph* in its business as a public newspaper by presumably reliable authorities in the ordinary way; that they were published *bona fide* and without malice as items of ordinary shipping intelligence for the information of the public; that they were fair and legitimate comments on matters of common interest, and were and are privileged.

Mr. Hastings opened the case by a recital of the evidence the plaintiff would give in the box, and which he said would flatly contradict all the innuendoes and suggestions contained in the libel complained of. It was a very serious thing for a professional man to be accused as he clearly was in this article of having either totally neglected his duty to his employers or being incapable of performing it efficiently. Mr. Mitchell was a well-known man in the East, the article complained of had had an extensive circulation, and his reputation as a capable surveyor and engineer would greatly suffer by it among shipowners in the various ports of China, Japan, and the Straits, if it went uncontradicted or unrefuted.

John Mitchell, sworn, said—I am superintendent engineer in the employ of Messrs. Butterfield and Swire. I have held that position for six years. Before I was in that position I was chief engineer on various steamers, in the employ of Messrs. Butterfield and Swire. I hold a chief engineer's certificate granted by the Board of Trade. I was appointed temporarily as Acting Assistant Government Marine Surveyor. I have been appointed by the Government as surveyor of the boilers of steamlaunches under the Merchant Shipping Act. I remember the arrival of the steamer *Ooriyia*. She was consigned to Messrs. Butterfield and Swire. I heard of her being sold. Before her sale I was not instructed by Messrs. Butterfield and Swire to go on board for the purpose of making a survey of her. I have been not instructed by anyone to do so; not by the proposed purchasers. As a matter of fact I did not inspect or survey this ship with a view to making a report upon her. I did not make any report upon her to Messrs. Butterfield and Swire or the proposed purchasers or anyone else, before her sale. I went on board the steamer some two or three days after her arrival. I went simply out of curiosity to see what she was like. It was some time in May and I called on board as I passed. I simply walked round the deck as the captain was not on board at that time. I met the captain afterwards in the office and made his acquaintance and he asked me, if I was passing, to give him a call, which I did several times. I only once went down between decks. I never examined the holds and I never took any steps to survey or ascertain the condition of her plates. At the time of my visits she was lying at anchor in the harbour. She was not in dock at all before. She did not go into dock at all until after her purchase was completed. It would not have been possible for me to examine the condition of her plates below water while she was lying at anchor. If I had been instructed to make a survey or report upon her I should have ordered her into dock at once. The vessel was sold on Monday, June 13th. On that day the purchasers saw me and told me they had bought her, and they asked me to go on board and advise them as to what ought to be done to the vessel to fit her for the Hoihow passenger and pig trade. I did go on board that day and I gave them certain advice with regard to the alterations to be made. On that occasion I was not asked to report upon her. I went down between decks, however, and said to the proprietor, "Well, if I may judge by her you have got a bargain." Capt. Burnie made a report also as to what alterations would be required to make her a sea going vessel. That report was made after the sale. I advised that the vessel should be sent into dock for the purpose of getting a Government certificate for carrying passengers. She had a passenger certificate at the time granted for six months by the Singapore Government. That certificate had still three months to run. I cannot fix the date of the steamer going into dock but it was somewhere about the 20th of June. She was inspected then by the Government Marine Surveyor, Mr. Dixon, and Capt. Burnie. They found that there were a number of plates, below the water line, which were not up to the standard of the Board of Trade. In consequence of that some considerable repairs had to be effected.

Cross-examined by Mr. Fraser-Smith—How long have you been a marine surveyor, Mr. Mitchell?—It was at the time of Mr. Wagner's death.

How many ships have you surveyed since you assumed the functions of a marine surveyor?—None.

No ships at all?—No, there was no necessity.

Did you have anything to do with the surveying of the steamer *Pasig*?—No.

Nothing whatever?—No.

You say that you have been appointed by the Government to survey the boilers of steamlaunches?—Yes.

Are you aware that you were appointed at the suggestion of the *Hongkong Telegraph*?—I did not know.

Would you be surprised to learn that that is a fact?—I would not be surprised at anything.

You have been a very well-known public man, Mr. Mitchell, for say sixteen years in this colony, in Australia, and in the North, haven't you?—I don't know whether I have been a well-known public man, that is for other people to say.

You have taken a prominent position as an agitator in connection with your profession, in and out, haven't you?—I do not admit the term agitator; I have taken a great interest in my profession.

We won't quibble about the term. You were a notorious character when you were in Sydney some 14 years ago?

His Lordship—In what way do you mean by notorious?

The defendant—As an agitator, my Lord.

His Lordship—For what?

The defendant—At that time the plaintiff was chief engineer of the steamer *Ocean* and there was a great objection at the time to the introduction of Chinese firemen. Mr. Mitchell was the one man and the only man who in spite of every warning introduced the Chinese firemen. He was mobbed at the time and was in great danger of being killed.

His Lordship—Then you mean did he agitate for the introduction of Chinese firemen?

The plaintiff—My answer to that is most decidedly "no." Rather the other way; I advised the directors of the company not to introduce them.

The defendant—Is it a fact that people believed you did try to introduce the Chinese firemen?—Yes, but I decidedly denied it.

You were mobbed in Sydney?—Yes.

Your life was in danger?—Yes it was.

Why did you leave the *Ocean*?—I decline to answer that question.

I am sorry that I shall have to press that question, but you see you are claiming damages for loss of reputation.

His Lordship—I think you had better answer.

The plaintiff—Then my answer is simply that the captain and I could not agree.

The defendant—What was the cause of the disagreement?—I most emphatically decline to answer that question.

His Lordship—I cannot disallow the question.

The defendant: What was the cause of the disagreement?—It was one of a thousand, which if I told you would take all day. It was simply that we did not agree.

His Lordship—That is not the cause of the disagreement.

The plaintiff—I cannot tell you the causes because they were so many.

His Lordship—What were the causes, of there were more than one? You are only wasting the time of the Court.

The plaintiff—One of the causes was that the captain found fault with the third officer and ordered him to his room. I happened to be a witness of what occurred and when Capt. Webber said that he would hold an enquiry into the matter I said I would be a witness for the third officer. There were innumerable causes afterwards. There were many disagreements.

For what reason were you confined to your room?—Because I was sick.

Was that the reason given for your being discharged in Hongkong?—I was not discharged. I left ship in Sydney of my own free will and accord.

Cross-examination continued:—I went on board the *Ooriyia* several times and I had a drink with the Captain. I did not inspect the vessel and I never made a report on her condition. Kup Chee and Ho Chee Ching after purchasing the vessel came to me and asked my advice with reference to her and I gave it. I thought that the vessel was a bargain and I still think so. I am not aware that Mr. Dixon has said that it will cost $40,000 to fit her up. I myself do not think it will cost so much. She would be a bargain if the repairs only cost $20,000. In connection with the skit you published on December 30th. I came to see you and I told you that I was going to take action. You asked me not to, on account of your wife's health.

The defendant—My Lord, I will enter the witness box and flatly contradict that.

Cross-examination continued—A number of paragraphs have appeared since holding me up to ridicule, though not actually libellous.

At this point the defendant read the following correspondence which had taken place between Messrs. Wotton and Deacon and his *locum tenens*, Mr. Cowen, during his (the defendant's) absence in Japan with reference to the proceedings:—

35, Queen's Road,
Hongkong, 8th July, 1892.

Dear Sir,—Mr. John Mitchell has consulted us with reference to an article contained in the issue of the *Hongkong Telegraph* of July the 7th and headed "A Taikoo Enterprise."

This article contains statements that our client had been sent to inspect the steamship *Ooriyia*, before her sale, that "he inspected it through the bottom of a tumbler and in no other way" and that his report was highly flattering when it should have been condemnatory; and implies that Mr. Mitchell reported the ship to be in a good state and that she was afterwards condemned by the Government Surveyors.

These statements are entirely contrary to fact and are either wilful misrepresentations or have been made recklessly and in ignorance of the true facts.

It is not true that our client was sent to inspect the ship before the purchase, he made no inspection of her at that time nor did he make a report flattering or otherwise. He made no inspection of the ship until after the sale and the vessel had been put upon the slip.

These misstatements have caused our client a great deal of annoyance and are calculated seriously to damage his professional reputation both in the eyes of his employers and of the public.

Our client therefore, requires that you should publish in your own paper and in the Hongkong *Daily Press* and *China Mail* a full retraction and apology for the statements above mentioned and further that you should pay the sum of $100 to the Alice Memorial Hospital.

In the event of your failing to comply with this very reasonable request our client will be compelled to commence legal proceedings in order to vindicate his reputation.—Yours faithfully,

WOTTON & DEACON.

R. Fraser Smith, Esq., Editor, *Hongkong Telegraph*.

Hongkong, 8th July, 1892.

Gentlemen,—In the temporary absence of Mr. Fraser Smith I have read your letter of to-day's date addressed to him, and I take upon myself to reply, without prejudice.

Your information as to what is contained in the article to which you refer is inaccurate in quite a large number of points. I beg your acceptance of a copy herewith *gratis*. I trust you will be good enough to read it.

Apparently you are informed that Mr. John Mitchell never reported favourably on the steamship *Ooriyia*, but if so, I must say it requires some ingenuity to discover that such is your meaning. However, if you will be good enough to supply me with a statement of facts, not concealed among careless misrepresentations, I will be very happy to do all that can reasonably be required in the way of reparation, should any be required.

It might suit your convenience to take no further step until the return of Mr. Fraser Smith, which I expect will be in [illegible] but probably [illegible] do much further injury to your client.

T. COWEN.

Messrs. Wotton & Deacon.

P.S. (9/7/92)—As your office was closed by the time I received your letter I have had to keep my reply over-night. It has since occurred to me that Mr. Fraser Smith might have been willing to go further, and to do as act of friendship far more than could be demanded of him. I will therefore undertake to publish, without asking the usual fee for advertisements, for the information of those who (as is common in a cosmopolitan community) do not understand English, an explanation, in language which even the most obtuse could not fail to understand, to the effect that we did not state that Mr. Mitchell's inspection of the ship preceded, or influenced, the purchase.

Further, I will offer, on my own account entirely, to pay $100, not to the charity demanded by you (as I already voluntarily contribute, though I do not follow the usual practice of advertising it) but to the local Lunatic Asylum, which seems to me to be more in need of support; and which should be more immediately appropriate.

T. COWEN.

Messrs. Wotton & Deacon.

Hongkong, 14th July, 1892.

Gentlemen,—In reference to the *Ooriyia* case I am advised that being registered proprietor and publisher of the *Telegraph*, I am solely responsible for what appeared in the issue of the 7th inst. and that my suggestion to delay action until the return of Mr. Fraser Smith cannot be supported.

This materially alters the situation, for as this office is short-handed I have neither time nor inclination for lawsuits, and would be willing to do more than Mr. Fraser Smith to avoid them, as, though not directly involved, he would no doubt interest himself actively in fighting your threatened action.

As, however, I presume you will wish to avail yourselves of the opportunity to press the case in his absence, I have to ask that you will kindly send me a definite and accurate statement of the grounds on which you base your complaint, and of the conditions on which your client will abandon all proceedings. Some of the witnesses intend leaving Hongkong soon, so I would ask for an early reply, to avoid the need for commissions to take evidence necessary to prove my case, which I believe would cause extra expense to your client without profit to yourselves.

T. COWEN.

Messrs. Wotton & Deacon.

35, Queen's Road,
Hongkong, 18th July, 1892.

Dear Sir,—In reply to your letter of the 14th inst. Mr. R. Fraser Smith is stated in the *Hongkong Telegraph* of the 7th inst. to be the printer and publisher of that paper and therefore he is the person whom we must hold responsible for the statements contained therein. We propose therefore to delay taking proceedings until Mr. Smith returns.

We informed you in our letter of the 8th inst. of the terms on which our client would consent not to take proceedings, and these terms will be adhered to in all respects.

If you consent to insert an apology in your own paper and in the *Daily Press* and *China Mail* as required by us, we will prepare a form of apology and send same for your approval.

If any of your witnesses are leaving Hongkong we should be prepared to issue the writ at once so as to give you an opportunity of taking their evidence on commission.

We cannot consent to the proposal contained in your letter of the 8th inst. last paragraph.

Without prejudice,—Yours faithfully,

WOTTON & DEACON.

T. Cowen, Esq., *Hongkong Telegraph*.

35, Queen's Road,
Hongkong, 21st July, 1892.

Dear Sir,—We beg to enclose you a copy of a letter which we addressed to you on the 8th July instant, but which we are informed was not received by you owing to your absence from the colony.

We are instructed by our client, Mr. J. Mitchell, to inform you that unless the terms mentioned in the enclosed letter are carried out by you without delay, legal proceedings will be commenced against you without further notice.—Yours faithfully,

WOTTON & DEACON.

R. Fraser Smith, Esq.

Hongkong, July 23rd, 1892.

Messrs. Wotton & Deacon.

Gentlemen,

Re Mr. John Mitchell *v.* *The Hongkong Telegraph*.

In reply to your letter of the 21st inst., if Mr. John Mitchell will state exactly what parts of the article in question he objects to as being inaccurate, I shall be glad to make any correction or explanation he may consider necessary.

I have carefully read the references to your client, and although I fail to discover anything that can possibly be construed into a libel, nevertheless, had I been in the colony at the time, they would not have appeared in the *Telegraph*.

With regard to your client's amusing ultimatum, I distinctly decline to do anything further than make in this journal whatever reasonable correction Mr. Mitchell may think his reputation requires. Your threat of legal proceedings has no terrors for—Yours faithfully,

R. FRASER SMITH, Editor and Proprietor,
Hongkong Telegraph.

Re-examination of plaintiff—Messrs. Butterfield and Swire did not know that I was advising the purchasers of the vessel, at least not to my knowledge. I left the steamship *Ocean* in Sydney. I did not afterwards come to Hongkong as a passenger in her. When I spoke of coming up to Hongkong I was referring to a former voyage.

Mr. Hastings produced a copy of the *Hongkong Telegraph* dated December 30th which, he said, he should not have referred to had not the defendant in cross-examination mentioned it.

The defendant then addressed the Court at a considerable length on the case. It was a case which he said every sensible man would agree ought never to have been brought into Court, and the plaintiff must have been very hard up indeed to have persisted in the action after every reasonable offer of retraction had been made to him.

Thomas Cowen, sworn, said,—I am on the staff of the *Hongkong Telegraph*. On the 7th of July I was acting as editor, printer, and publisher and my name was on the register in the Supreme Court. On that day I went to see you off to Japan in the steamer *Oceanic*. The *Telegraph* of that date contains an article entitled "A Taikoo Enterprise" which I wrote when I returned to the office after seeing you off. None of it was written before. I received the information on which I based the article from the chief engineer of the *Ooriyia*. First I went on board the ship to see him, as I had known him at Singapore, and from him, as far as I remember, I got all the information that I published. He told me a day or two before the article appeared all about the matter. He said that Mr. Mitchell had come on board to inspect the vessel. He said he was practically certain it was an official visit. He was certain that there had not been an inspection. He told me that Mr. Mitchell had about half-a-dozen whiskies-and-sodas and then went away. The expression he used was that Mr. Mitchell had reported the ship all right. I had every reason to believe that the information was *bona fide*. I published it as an item of information likely to be interesting to the general public. I have never spoken to Mr. Mitchell in my life and have no malice against him. I wrote the letters which have been put in, and one in which I asked for a copy of the draft apology which Messrs. Wotton and Deacon were to ask me to publish. I remember the day after the Wiltshire case, Mr. Mitchell coming into our office to see Mr. Fraser Smith. I remarked at the time that it was rather singular that he should come in so to us seeing that we were often making fun of him in the paper.

Cross examined—I have been upon the staff of the *Hongkong Telegraph* since April, 1891, with the exception of two months when I was in Japan. I received the information on which I wrote the article on July 5th or 6th. I depended upon my memory, and did not take any notes at all. I don't remember having mentioned the matter to Mr. Fraser Smith. I thought that Mr. Smith and Mr. Mitchell were upon friendly terms. I knew that Mr. Mitchell had been held up to ridicule on frequent occasions but I should not call it a policy or practice. In the same way I have written paragraphs about Mr. Fraser Smith making fun of him. It was not a general instruction to me from Mr. Fraser Smith to hold up Mr. Mitchell to ridicule. I wrote the poem on December 30th, 1891 headed "Copper Jock." I do not remember the words that the chief engineer of the *Ooriyia* used when he gave me the information. I inferred from his conversation that Mr. Mitchell had been on board to inspect the vessel on behalf of his employers. The engineer told me a report had been made. He said that Mr. Mitchell had reported that the vessel was all right.

The defendant then went into the box and stated—I left Hongkong in the *Oceanic* on the 31st July for Japan. I knew nothing about this article. Mr. Cowen has never spoken to me on the subject and the first I heard of it was on my return. It is not true that any member of my staff ever had instructions to attack Mr. Mitchell in any way, and anything which has appeared in the *Telegraph* has been comments on his public acts and otherwise. It is untrue that Mr. Mitchell and I were on bad terms. Mr. Mitchell never called on me with regard to the publication of the previous skit in the paper of the 30th December. He first spoke to me about it in the Hongkong Hotel. The only time he ever came to the office was on the day after the Wiltshire case had been heard in the Police Court. The *Telegraph* had referred rather strongly to the fact that Mr. Mackintosh had insisted that the man should be punished after the Magistrate had recommended that he should not be punished: Mr. Mitchell called in to explain that Mr. Mackintosh had left the whole matter in his hands and that it was entirely on his responsibility that the man had been [illegible] and soda together.

Cross-examined—The *Telegraph* has from time to time made uncomplimentary references to Mr. Mitchell. I have no personal animus against him. I remember writing him a letter once when I was in gaol, but it was not asking him to use his influence to get me released. It was addressed to him as the head of a Masonic Lodge, I presume he did as I asked. I did not go to Mr. Mitchell when I came out and abuse him for not helping to secure my release. Mr. Mitchell was not more than others subjected to ridicule or personal remark. He was let off very cheap.

By his Lordship—I do not suggest that Mr. Mitchell was acting in a public capacity in this matter.

After tiffin the defendant again addressed the Court at some length, and Mr. Hastings having replied, His Lordship summed up by explaining the real issues before the jury and the legal points they had to consider.

The jury after a deliberation of about a quarter of an hour returned a unanimous verdict.

The Foreman (Mr. A. Shelton Hooper) said—"We consider that the words complained of expose the plaintiff to hatred, contempt, ridicule, or obloquy or tend to injure him in his profession or trade or cause him to be shunned or avoided by his neighbours; and we think that the defendant did not honestly believe it to be his duty to make the communication complained of, or did he do so under a sense of that duty. We return a verdict for $250 damages."

The verdict was received with some hisses in Court.

His Lordship—Stop that noise in Court. The verdict, Mr. Hastings, will be for $250 and costs.

Mr. Hastings—As your Lordship pleases.

Verdict accordingly.

MARINE MAGISTRATE'S COURT.

12th September.

BEFORE COMMANDER R. MURRAY RUMSEY

DISOBEDIENT SEAMEN.

Charles Williams and George Davis, of the British ship *Constance*, were charged with disobeying the lawful commands of the captain.

Capt. P. R. Tingley, the complainant, said that Williams returned on board from gaol on Monday, the 5th inst. The mate told him to go below and do some ordinary work, and he went. On Wednesday afternoon he said he could not work. Complainant endeavoured to get him to work but he refused. (A medical certificate by Dr. Bell certifying that Williams was quite able to perform ordinary light work about the ship was put in.)

Defendant stated he was ill with rheumatism.

His Worship passed sentence of seven days' hard labour.

In the case of Davis the complainant said he came on board on Monday, the 5th inst., along with Williams. He was intoxicated. He commenced talking in an insubordinate manner. He said they had been sentenced to 14 days and that they were out half a day before their time and he wanted to know who would pay him for the half-day's work. He was ordered off the poop and he refused to go. He said he supposed he could talk with the captain and he was going to talk with him. The mate was sent for, but still he refused to go. Ultimately the mate took him by the arm and forced him to go. He did not work that afternoon as he was too much intoxicated. Another afternoon he was at work down in the after hatchway and he was making a noise at his work, talking loudly. Complainant asked him to be kind enough to do his work. He answered, "I am doing my work." This remark was repeated on his being again asked to do his work and stop talking. He was then removed by the mate and was ordered to do another hour's work after "knocking off" time. When the time came he refused. He asked why he had to do the work and was told for insubordination. "Well," he said, "I won't do it; so there," and turned and walked away.

Defendant's statement practically corroborated that of the complainant.

His Worship passed sentence of ten days' hard labour.

FEMALE SUFFRAGE.

"It must be pronounced neither logical nor just to judge women from their dwarfed condition, consequent on having been caged up for centuries in the exclusive and lesser interests of self and home." So says Lady Bowyer in a pamphlet entitled "The Future Battle; a reply to letter from the Right Hon. W. E. Gladstone, M.P., on Female Suffrage," which reached us by last mail with a request for a notice. We agree with the sentiment expressed by Lady Bowyer in the sentence quoted; and so probably does Mr. Gladstone. But the dwarfed condition being admitted it is open to question whether it would not be better to help our sister to rise from that condition first and to allow her to join in appointing lawgivers after she has risen. Mr. Gladstone professes to think it would, but many persons cannot avoid the suspicion that his views may be influenced by the generally held opinion that the enfranchisement of women would probably tend to increase the Conservative vote. Mr. Gladstone, who aims at the one man one vote principle, cannot logically use the dwarfed condition argument, as the women who would vote under the present franchise, low as it is, must be admitted to be at least superior in intelligence and morals to the lower strata of Mr. Gladstone's "men and brothers." For our own part we have a very decided opinion that at the present day the educated woman is just as able to judge of the qualification required in a member of Parliament as the educated man, notwithstanding her "dwarfed condition," and certainly much more so than the great majority of Mr. Gladstone's supporters. Right or wrong, that opinion is rapidly spreading, and it will be an honour through the ages to come to our brothers in New Zealand that they were the first to do justice to woman in that respect.

The fact is man with his crippled sense of justice approaches this subject from the wrong side. He cannot cast from his mind the ignorance, prejudices, and barbarities of past generations, and therefore wants woman to prove that she is by nature equally intelligent with himself. He does not see that the onus of proof that she is not lies with him. His religion, founded on a system of laws made in early and barbarous times by a race who, like other Asiatics, have always held women in subjection, has doubtless much to do with his inability to take a broad and unprejudiced view of this question. He takes his major premiss for granted, and a most vain, unjustifiable, and cruel assumption it is. We say not only that women are as well qualified as men to appoint those who make the laws, but that they are just as capable of making them, and, more of administering them also. Now that Mdlle. Chauvin has just gained and been granted by the Faculty of Paris the degree of Doctor of Law, with the right to practise her profession, the day cannot be distant when the same right will be granted in England, and we may yet live to see a lady adorning the Woolsack.

Lady Bowyer, who by the way evidently believes not only in the plenary inspiration of the book of Genesis, but that it is meant as and is an authentic statement of facts which occurred exactly as narrated, goes farther than we have yet gone. She infers that woman must be more able to make and administer the law than man, because she is a higher creation. Her argument if not convincing is at least cleverly put in the following words:—

"We observe one origin to have been more earthly in its nature, while the other arose from the vital energy of a breathing form, therefore more advanced and ethereal in its physical ingredients; so that while both rested in the divided gift of humanity, woman expressed the supreme height of government, the crown of human authority, the attributes that revealed her will to be final."

Without any intention of being ungallant we cannot help saying that the pamphlet reminds us of Bosun Chucks in one of Marryat's novels who had a habit of commencing his remarks with extreme politeness and gradually working himself up till he finished by damning all round. Our author begins by disclaiming any desire that her sex should claim seats in Parliament or in the Cabinet and is even so moderate as to say that if husband and wife should not be able to agree in the choice of a candidate the wife should concede her vote, but she warms up with her subject and farther on has the following remarks, which it must be admitted not only read well but are sound sense:—

"Man's administration is in generalities—it needs the refined finish of detail, the exactness of execution from intuitive, occult insight, the fixedness of moral law, weighing with the richness of intellectual advance, which woman only can supply, sharing together the high mysteries of thought. There is no weaker sex or stronger sex—the accidents of sin alter no Divine intention; either there must be an absolute alliance of power with man, or the world will continue to be what it really is, but a barbaric, half-civilised chaos. It is not the muscular system that is required for government, but the head, and the moral qualities; the differences are the harmonies—the music of a subtly-proportioned humanity."

Towards the end we have, as is befitting, a burst of eloquence in the following burning words:—

"Woman has but to demand her crown of empire, and with no faltering hand, but with calm, dauntless intrepidity place its power upon her own brow; then will victory blossom and bloom before her in amaranthine flowers, while she, arrayed in stately beauty, shining in the radius of her own glories, has but to appear to man in that repose which is the true dignity of woman, and he will feel her presence to be government. He will rise and echo to her will; he will welcome her as his æsthetic and inspired companion, her smile the charm, power of his heart, and she the angel lighting him along his pathway of life."

Her concluding sentence is:—

"When woman rises to rule the world with man, then both will through their union attain to perfect love, and find themselves enriched in the possession of true harmony and felicity."

A consummation devoutly to be wished.

W.

CORRESPONDENCE.

[We do not hold ourselves responsible for the opinions expressed by our Correspondents.]

THE POWERS OF SHIPMASTERS.

TO THE EDITOR OF THE "DAILY PRESS."

SIR,—Your correspondent calling himself "A Member of the Shipmasters' Society, London" comments on Capt. Rumsey's remarks in his decision in the *Warrior* case. Shipmasters all know that it is against the law to beat sailors, whatever our learned friend says to the contrary. Capt. Rumsey is, in the opinion of all who know him, a gentleman both honourable and just, and well able to settle these disputes.—Yours faithfully,

A SHIPMASTER.

Hongkong, 12th September, 1892.

TIENTSIN.

[FROM OUR CORRESPONDENT.]

1st September, 1892.

The rather short rainfall of the first six months of this year is being made up for by some heavy downfalls, out of season. A big storm on the 28th and 29th August lodged over 4 inches and another last night 2½ inches on the plain and the river is so high that there is no drainage. The autumn crops, which are nearly ripe, have been already very materially injured, and this makes the prospect of a revival of business rather bad. There has been no life in any kind of business, the purely native traffic suffering as much as the foreign import and export trade.

This was the day fixed for the obsequies of Lady Li and an immense concourse of officials has assembled from all parts of the province and elsewhere to pay the last homage to one who was not only a lady of exalted rank, but an excellent woman with a generous heart, a good head, and a fund of kindly common sense.

There is an amusing sparring match between two correspondents of the *North-China Daily News* concerning the Lanchow bridge on the new railway line, one deploring the accident and hoping that the next attempt to bridge the river will be more successful, and the other resenting this as a veiled reflection on the engineers, and explaining that the bridge which was washed away was a temporary one. The truth is it was scarcely to be called a bridge at all, but a mere wooden staging to facilitate work and the transport of tools and materials and was never intended to resist a flood.

The Lan Ho is crossed by the railway just where it debouches from the mountains and where it is celebrated for sudden and destructive freshets. Ordinarily there is very little water in the river but a fall of rain in the mountains brings down a torrent which rose this year 12 feet, scouring out deep holes here, piling up silt there, and leaving the profile of its bed changed out of recognition. It makes a fine piece of scenery, however, and the Lan Chow hills will no doubt be hereafter known for the prettiest part of the Imperial Railway.

Much consternation has been recently caused among the country people by the appearance of wild animals, which are reported to have committed considerable human ravages between Ku Yeh and Lan Chow. By the description a wolf and a leopard seem to have been identified as having lacerated men and carried off children. In winter such an incident would not excite wonder, but it is most unusual for the wolf to make his appearance during the summer season. They are reported to have been flooded out of their usual haunts.

The state of the Peiho river from Tientsin to the sea is good and no steamer has any difficulty now in coming up to the bund. But the rivers in the interior have burst their banks and flooded the country. The road to Peking is washed away, and Tung-chow is again under water. All the money spent on these rivers after the great flood of 1890 seems to have been of little use.

FOOCHOW.

3rd September.

There was a sad occurrence in the city a few days ago. Three young boys arranged together to have a game at suicide. They tied a rope to the end of a pole and made a slip-knot in it, through which one of the little fellows put his neck, having first got on a stool to reach it. Then he feigned, to have hanged himself. In their play, one of the other boys innocently pulled the stool from under him and in another minute their playmate was hanging dead. Unaware of what had occurred they were acting the part of the distressed parents, weeping and wailing, until they observed blood issuing from the nose of the hanging body. In a terrible fright they ran home to tell what had happened. The parents hurried to the spot but of course arrived too late. The lads had overheard the story of a real case of suicide, and thought it would make a novel game.

It is said that the Viceroy on paying some official calls the other day was astonished at the costliness of the ornamentation of some of the *yamêns*, especially that of the Provincial Judge. He took the opportunity of remarking that the officials of Foochow must be holding very profitable posts, judging from their style of living, for a Viceroy's means did not permit of his doing as much. H.E.'s words were not without effect. There has been a great deal of despoiling of much that was beautiful going on since in most of the officials' residences. Their costly dresses were likewise remarked upon by His Excellency. He could not help thinking, he said, that money must be come by dishonestly to allow of their dressing as they did. The only official whose mode of life was approved of by H.E. was the Salt Commissioner, whose opinions on such matters coincide with his own; namely, that, though an official; one should live in accordance with the allowance made by the Government.—*Echo*.

NANKING.

3rd September.

The warm weather seems likely to quit soon and it is a real treat to enjoy the cool breezes of the early morning, and to miss the buzz of a few of the tiger-tribe mosquitoes, which have had such a feast of fat things on Foreigners and Chinese alike this long summer. The advent of the autumn announces itself, sickness is rampant in this city, and the Missionary medical institutions have large and increasing clinics.

It is reported in Nanking that his Excellency the Viceroy has sanctioned a scheme for the preparation of large waterworks for the city. If there is any truth in the statement, we will congratulate His Excellency, the people, and ourselves on this victory of sanitary science gained in the most conservative city in the empire. Christian civilisation proposes to do in China what it has done in other lands, but its triumphs are largely dependent on the conditions of growth and development. We are interested to learn whether the southern capital will yet be more glorious than it was in the Ming Dynasty in availing itself of the proffered blessings and privileges now at its doors.

The morning air is dimmed by the smoke and fumes of the Chinese soldiery firing on the practice ground. In company with Dr. W. E. Macklin and Rev. T. E. Meigs your correspondent visited a large military camp and fortification outside the Taiping Gate of the city and we were well received by the men in charge there. In all they numbered five hundred, all Hunanese; we distributed some Christian literature, chatted with them, and spent a very pleasant time.

The Imperial Naval College is aiming to develop some good men for the Chinese navy, and under the efficient instruction and leadership there as in other like institutions in Tientsin and Foochow, it would be surprising if some good and able men could not be put into the Imperial service within a few years.—*Mercury* correspondent.

CHUNGKING.

22nd August.

The summer of 1892 will be remembered in Chungking for at least three things. These are a high river, the cholera scourge, and extreme heat. In early July the river rose to a point higher than has been known for thirty or forty years. It rose rapidly to a point thirty feet higher than the highest mark last year, washing away many houses and drowning not a few people.

The first cases of Asiatic cholera were during the month of April. They were few in number at first, but increased as the weather grew warmer. By the first of August information which the natives regard as reliable gave the number of deaths up to that time at between thirty or forty thousand, and we have reason to believe that these figures are not greatly exaggerated. Late in June we took a journey of 1,000 *li* to Chêntu, the capital of the province. We found cholera everywhere. Careful enquiry showed that it had gradually spread from Chungking, being between two and three months reaching Chentu. When we arrived on the 9th of July the scourge had scarcely more than begun, but being mid-summer, its ravages were soon worse than we had known elsewhere. By the first of August the deaths were reported to be between five and six hundred daily.

Only the day after our arrival cholera claimed for a victim the beautiful and talented wife of Dr. Kilborn of the Canadian Methodist Mission. This sad event occurred only a few weeks after their arrival and before they were fairly settled in their new home. Again, at Chungking there occurred the death by cholera on the 14th of August of Dr. James Cameron of the China Inland Mission. He was the oldest member of his mission in the west and had been recently appointed Superintendent of three provinces. A decade ago he was known as the greatest traveller in his mission, having been in every one of the 18 provinces. He died much lamented and his loss will be sorely felt by both foreigners and natives here.

And along with the cholera scourge has come the greatest heat that has been known for a decade at least. The average temperature for July was higher by several degrees than the average for several years, and so far August has been hotter still. Ending with yesterday there had been 13 days in succession during which the thermometer had reached 100° or higher each

day, the highest mark being 105°. Moreover the thermometer reached or exceeded 100° on 20 out of 27 successive days.

And along with the heat and cholera came the Fu examinations. The two together have been quite sufficient to quench any disposition to stir up a riot. Several thousands less than the usual number of students came up to be examined, and of those who did come probably not less than one per cent. were carried home for burial. —*Daily News* correspondent.

NOTES FROM CHINESE NATIVE PAPERS.

A Kiangsi correspondent writes that the gentry there have obtained permission from the authorities to use steam launches on the Poyang lake for the life-saving service. It is understood, however, that these launches are not to carry merchandise or passengers.

The crowds of people from the inundated districts who had found their way to Tientsin have received instructions to return to their native homes and await relief. The deputies who were sent to the distressed localities to ascertain the extent of the suffering caused by the flood are soon to return to Tientsin and make their report.

The other day the Shanghai City Magistrate ordered a suspected robber, named Liu, to have his photograph taken, so that he may be more easily identified in the future. The idea of taking the photographs of criminals is a new one in China. A "rogues' gallery" in the Hsien's *yamen* would not be out of place, and it would be a novel institution.

The man who deliberately killed his mother with a water-melon knife was punished about a fortnight ago. The circumstances of the crime together with the character of the brutal assassin, who was a scholarly man, made the public more anxious to see him. At the hour of his execution and mutilation thousands of people were present. Two near relatives of the murderer who have literary degrees have been reprimanded for not having properly attended to the rearing up of the young man.

A case of death resulting from sheer fright occurred in Soochow recently. The deceased, who was a young man, was a spectator at the execution of the man who murdered his mother. By his superior strength he was enabled to get to a place in the crowd near the side of the mutilated form of the murderer. The ghastly sight, which he used so much effort to come to see, was the immediate cause of his death. It was too much for his weak nerves, for as soon as he took a good look at the revolting spectacle before him he turned pale, and when he went home he died. The physician pronounced that the gall-bladder of the young man was ruptured by fright,—the Chinese consider man's courage to be centered in that locality.

A certain eunuch who has been amassing a small fortune for himself had a narrow escape from being poisoned by a nephew of his who coveted his wealth. During the hours when the eunuch was free from duty, he was in the habit of having his nephew to wait on him. A short time ago this nephew sought a method of obtaining the tempting dollars, and set about mixing a potion which he afterwards poured into the broth and gave to his wealthy relative. Before the chamberlain had half finished he was seized with violent pains. Seeing this the nephew became frightened, and seizing the bowl which contained the poisonous mixture, he swallowed its contents at a gulp. A physician was secured to attend the sick couple, who pronounced their illness to be directly caused by the poison in the soup. The avaricious young man has been handed over to the Board of Punishments for the attempt upon his uncle's life.

AN ENGLISHMAN ON THE JAPANESE STAGE.

The late performances by members of the story-telling guild at the Harukiza Theatre in Hongo deserve placing on record if only for the appearance of, probably, the first foreigner on the Japanese boards. Mr. Black, a son of the author of "Young Japan," and already favourably known as one of the *hanashika*, or story-tellers of Tokyo, made his *début* a few days ago, as *Banzuiin Chobei*, in a scene taken from the "Story of the Otokodate of Yedo," familiar to all readers of Mitford's admirable little volume. The unique spectacle of an Englishman essaying such a *rôle* drew large audiences, who showed their feeling in ways thoroughly characteristic of the people. Black had evidently made a study of Danjuro in the part, and every successful imitation of that popular actor evoked a spontaneous burst of applause; on the other hand, any marked lapse from the stereotyped rendering caused the house to shake from end to end with irrepressible mirth. And it may well be imagined such instances were neither few nor far between. Amateurs may evidently take any liberties they please on the Japanese stage; they do not pose as the real article, and hence what would only be tolerated as burlesque in the West is here accepted simply for what it achieves. Hakueb, the noted *hanashika*, a stout-built man apparently on the wrong side of fifty, as the maiden *Yaegaki Hime* in the drama of "Nijushiko," was a ridiculous spectacle, but after the first shock of surprise the audience listened to him with sympathetic attention Black's acting, however, was far removed from any suspicion of caricature; it was a clever and conscientious rendering of a difficult part and has been deservedly praised by the Japanese press and play-going public.—*Japan Mail.*

M. FLAMMARION'S OBSERVATIONS ON THE PLANET MARS.

PARIS, 13th August.

Everyone can admire at present the brilliancy of the red star which brightens the heavens with its fiery light. This star will reign for several months overhead. It shines with greater lustre than any other in the heavens, because it is now at its nearest point to the earth, an event which has not taken place since 1877 and which will not recur before 1909.

For more than two centuries and a half scientific observations have been directed to the analysis of this neighbouring world. We have gradually learned that this globe is composed, like the globe on which we dwell, of continents and seas; that it is surrounded by an atmosphere in which the spectral analysis reveals the presence of a watery vapour; that its years are twice as long as ours; that the seasons are of about the same intensity as ours, but twice as long; that its poles are covered with snow during winter and are almost entirely free from it during the summer, and that the climate resembles that of the earth; in a word, that this other world appears to be habitable, just as ours is.

The last perihelic appearance of Mars in 1887 resulted in curious discoveries, and since then the progress of discovery has rapidly increased at the observatory of Milan, and Schiaparelli succeeded in making a topographic triangulation of the map of Mars with a precision almost equal to that of the terrestrial maps. He discovered the famous canals, which were at first the object of so much natural scepticism, but whose existence has been confirmed.

The observation of Mars naturally occupies the foremost place in the work of the observatory at Juvissey, and since the beginning of May not a day has elapsed without the planet being observed and drawings made. Its austral declination, however, has kept it very little above our horizon, and it has not been able to disengage itself from the low-lying mists. Nevertheless, we have obtained results which are not wanting in interest. Firstly, with regard to the polar snows. It is no longer possible to doubt that the white spots at the poles are due to snow which accumulates during the winter and melts under the rays of the summer sun. Doubtless this snow, this water, may differ in some chemical properties from terrestrial water, but it is analogous in its aspects and transformations. The atmosphere is more rarefied than ours and evaporation is easier. The snows are less dense and the ice softer, and they melt more easily, but there remains a great analogy between them. Astronomical observation and the spectral analysis combined show us that there is real water like ours, if not identical with it.

The most characteristic fact this year relating to the higher austral polar snows, now turned toward us with an inclination of 14 degrees in May, 16 degrees in June, 14 degrees in July and 12 degrees in August, has been their melting very rapidly under the heat of the summer sun. The austral hemisphere of Mars had its spring equinox on May 20th, and will not have its summer solstice till October 13th next. Nevertheless, the austral polar snow has already diminished by three-fourths. Should this rate of progression continue the polar snow of Mars will have almost entirely melted by the summer solstice, a thing not hitherto seen. May there not have been in Mars, as with us, a hot summer without rain?

A short and altogether senseless paragraph, concocted by an ignoramus, has recently appeared in the newspapers, stating that the observations now being made of Mars have not shown the enigmatic lines to which the name of canals has been given, and these alleged formulations are only the fads of an Italian astronomer. It is a pity such gross, idiotic observations, which display a want of even common courtesy toward one of the most eminent astronomers of modern times, should have been laid before some millions of readers.

The truth is the exact opposite. In spite of the low position of the planet with regard to our horizon and the consequent difficulty of making observations, a certain number of these canals have been clearly defined, even at the observatory of Juvissey, whose equatorial is of very moderate dimensions, but whose observers are zealous, ardent, laborious men. We learn that the canals, those already named or others, have been seen by other observers, notably through the enormous magnificent equatorial at Mount Hamilton.

Astronomers are not agreed as to the nature of these strange formations, but that the continents of Mars are crossed by a network of lines often perfectly straight and of a geometrical aspect is undoubted by all who have studied the question. But it is difficult to decide what is the origin of these tracings. Many of the principal ones seem to be those of former rivers. Nevertheless they are not real rivers, because they do not have their origin in shut-in land, but run direct from one sea to another, and, further, because they cross each other. This leads to the conclusion that they are water courses on the same level between flat ground.

It has now been found that the effects of time on surfaces of continents—Mars is older than the earth—is to flatten them. It is probable that 4,000,000 or 5,000,000 years hence all the land on earth will be levelled. On the other hand it is probable that they are water, because they are of the same colour as the seas of Mars, because they communicate with the seas, and because they change in width and even position, and are for that reason full of water, for science does not forbid the supposition that the inhabitants of Mars were able to change the course of the old rivers with a view to making a general distribution of the water, already become scarce, but in places threatening the surface of continents flattened by the wear and tear of ages.

This is one hypothesis. It is not opposed to science, and the geometric and intentional appearance of this network of lines warrants it. It is to be feared that it will never be possible to explain the canals of Mars by leaving out of sight the possibility of intentional rectification of the water courses any more than the astronomers of Venus could explain our railway systems.

I have been especially occupied in measuring the diameter of Mars and the snowcaps. As regards the canals I have only been able to recognize personally those of Nasmyth, Indus and the Ganges. The diameter of Mars I have ascertained to be 9 min. 30 sec. instead of 11 min. 10 sec., the measurement adopted by Leverrier.

It has been observed that at certain seasons the canals have been seen doubled—formed of two parallel lines. This extraordinary phenomenon, which was first observed in 1881, will probably not be seen this year, because it occurs only in the spring and autumn of Mars. That is to say, at the equinoxes, and not in the summer, and because the inhabitants of Mars are now approaching their solstice. Whether the double lines may be seen or not this year they exist. It is more difficult to explain them than even the canals. May they not be due to some atmospheric refraction caused by crystals of ice, as happens with us, producing halos and and parhelias?

Novelty has always a special attraction for us. This is the first time since the origin of mankind that we have discovered in the skies a new world sufficiently like our own to awaken our sympathies. Many years will doubtless pass before science is able to acquire ideas as complete respecting our other neighbour, the planet Venus, as those we now possess respecting this world of Mars. But what wonders has not the science of the future in store for our successors, and who shall dare say that the mankind of Mars and the mankind of this earth will not one day be able to communicate one with another? Generations will pass away and progress will long continue its upwards way.

CAMILLE FLAMMARION.

COMMERCIAL INTELLIGENCE

MONDAY, 12TH SEPTEMBER.

CLOSING QUOTATIONS.

EXCHANGE.

ON LONDON.—
Telegraphic Transfer ... 2/9
Bank Bills, on demand ... 2/9¼
Bank Bills, at 30 days' sight ... 2/9½
Bank Bills, at 4 months' sight ... 2/9½
Credits, at 4 months' sight ... 2/9½
Documentary Bills, 4 months' sight 2/9½

ON PARIS.—
Bank Bills, on demand ... 3.48
Credits, at 4 months' sight ... 3.56

ON GERMANY.—
On demand ... 2.81

ON NEW YORK.—
Bank Bills, on demand ... 67½
Credits, 60 days' sight ... 69

ON BOMBAY.—
Telegraphic Transfer ... 225
Bank, on demand ... 225½

ON CALCUTTA.—
Telegraphic Transfer ... 225
Bank, on demand ... 225½

ON SHANGHAI.—
Bank, at sight ... 72¼
Private, 30 days' sight ... 72¾

SOVEREIGNS, Bank's Buying Rate ... 7.10

JOINT STOCK SHARES.

COMPANY.	PAID UP.	QUOTATIONS.
Banks—		
Hongkong & S'hai	$125	100 p. ct. pm. = $250, sellers
China, Japan, &c.	£1.5	$3½, buyers
Do., Founders	£1	£18, buyers
Nat. Bank of Ch...		
A. Shares	£5.10	nom.
B. Shares	£5.10	35 p. ct. dis. sellers
Foun. Shares	£1	$220, sellers
Brown & Co., H. G.	$50	$18, buyers
Campbell, Moore & Co.	$10	$4, nom.
China Borneo	$55	$7, sellers
China Sugar	$100	$135
Chinese Loan '84 C.	$500	1½ p. ct. pm. buyers
Chinese Loan '86 E.	Tls. 250	10 p. ct. pm. buyers
Dakin, Cruicks'k & Co.	$5	$2, buyers
Dairy Farm Co.	$10	$5
Fenwick & Co., Geo.	$25	$14
Green Island Cement	$50	$5
H. Brick & Cement	$21.50	$7½, sellers
H. & C. Bakery	$50	$70, sellers
Hongkong & C. Gas	£10	$102
Hongkong Electric	$8	$2½, buyers
H. H. L. Tramways	$100	$40, sellers
Hongkong Ice	$25	$67, buyers
H. & K. Wharf & G.	$50	$48, buyers
H. Steam Laundry	$50	nom.
Hongkong Rope	$50	$95
H. & W. Dock	$125	74 p. ct. pm. = $217.50, sales
Hotels—		
Austin Arms	$50	$4½, sellers
Hongkong Hotel	$50	$24, buyers
Do. New Issue	$20	nom.
Shameen	$15	$10, nom.
Insurances—		
Canton	$50	$99, buyers
China Fire	$20	$85, buyers
China Traders'	$25	$60, buyers
Hongkong Fire	$50	$262½, buyers
North-China	£50	Tls. 227½, buyers
Singapore	$20	$8½, buyers
Straits Fire	$20	$15½, sellers
Straits Marine	$20	$14½
Union	$25	$88, sellers
Yangtsze	$100	$102 buyers
Land & Building—		
H. Land Investm't	$50	$59, sales & buyers
Kowloon Land & B	$30	$7, buyers
Peak Building	$13	nom.
Humphreys Estate	$10	$18.60
West Point Buildg.	$40	$20, buyers
Luzon Sugar	$100	$37½, nom.
Mining—		
Balmoral Gold	$10	25 cts.
Charbonnages	$181.58	$112½
New Inuris	17s. 6d.	$1, sellers
Jelebu	$5	$5½, buyers
Punjom	$3	$3.50, buyers
Do. (Preference)	$1	$1, buyers
Raubs	18s. 1d.	40 cts.
Selama	$5	$1, sellers
Do.	$2	10 cts.
Steamship Coys.—		
China & Manila	$50	$26, sellers
Douglas S.S. Co.	$50	$36, buyers
H., Canton, & M.	$20	$30, sales
Indo-China S. N.	£10	45 p. ct. dis.
Steam Launch	$30	$80, nom.
W'chai Wareh'se Co.	$37½	$40
Watson & Co., A. S.	$10	$15½, buyers

E. & S. COXON, Share Brokers.

OPIUM.

	Per Picul.	Allowance.
New Malwa	$550	0 to 3 catties.
Old Malwa	$580	0 to 2 "
Older Malwa	$570	0 to 2 "
Patna (New)	$610	per chest.
Patna (Old)	$640	"
Benares (New)	$630	"
Benares (Old)	$635	"

EXPORT CARGO.

Per steamship *Macduff*, sailed on the 9th September:—For New York—44 rolls matting, 50 casks ginger, 18 cases blackwoodware, 15 bales waste silk, and 1,617 packages merchandise.

THE WEATHER.

METEOROLOGICAL REGISTER.
11TH SEPTEMBER, AT 4 P.M.

STATION.	Barometer red. to sea level and 32° Fahr.	Temperature.	Humidity.	Wind Direction.	Wind Force.	Weather.	Rain last 24 hours.
Wladivostock	—	—	—	—	—	—	—
Tokio	29.45	—	—	N	1	—	—
Nagasaki	—	—	—	—	—	—	—
Shanghai	29.66	83	67	N	3	b	—
Foochow	—	—	—	—	—	—	—
Amoy	29.63	88	69	SW	2	b	—
Anping	—	—	—	—	—	—	—
Swatow	29.76	86	—	W	1	b	—
Hongkong	29.65	87	63	—	0	b	—
Victoria Peak	—	—	—	SE	2	—	—
Canton	29.61	94	58	—	—	—	—
Macao	29.66	94	41	N	1	b	—
Hoihow	29.72	74	—	ENE	3	b	—
Haiphong	29.63	90	59	SE	2	c	—
Bolinao	29.70	82	87	S	1	o	—
Manila	29.72	81	85	SW	3	op	—
Cape S. James	—	—	—	—	—	—	—
12TH SEPTEMBER, AT 10 A.M.							
Wladivostock	—	—	—	—	—	—	—
Tokio	—	—	—	—	—	—	—
Nagasaki	—	—	—	—	—	—	—
Shanghai	—	—	—	—	—	—	—
Foochow	—	—	—	—	—	—	—
Amoy	29.80	79	82	SW	1	b	—
Anping	—	—	—	—	—	—	—
Swatow	—	—	—	—	—	—	—
Hongkong	29.78	86	40	—	0	b	—
Victoria Peak	—	—	—	NE	3	—	—
Canton	29.79	82	75	NE	1	c	—
Macao	—	—	—	—	—	—	—
Hoihow	—	—	—	—	—	—	—
Haiphong	29.71	81	80	N	1	b	—
Bolinao	29.63	82	87	SE	2	c	0.13
Manila	—	—	—	—	—	—	—
Cape S. James	—	—	—	SW	4	b	—

Barometer rising.—Gradients very gentle.—Weather clear, hot, and dry. (Issued at 10.23 a.m.)

HONGKONG REGISTER.

	Previous day 4 p.m.	On date at 10 a.m.	On date at 4 p.m.
Barometer	29.65	29.78	29.71
Temperature	87	86	88
Humidity	58	40	52
Direction of wind	—	—	—
Force	0	0	0
Weather	b.	b.	b.
Rain	—	—	—

Highest open air temperature on the 11th ... 89
Lowest open air temperature on the 11th ... 75
1—BAROMETER reduced to 32 degrees Fahr. at sea level.
2—TEMPERATURE in the shade in degrees Fahrenheit.
3—HUMIDITY in percentage of saturation, the humidity of air saturated with moisture being 100.
4—DIRECTION OF THE WIND to two points.
5—FORCE OF THE WIND according to Beaufort Scale.
6—STATE OF THE WEATHER: b. blue sky; c. detached clouds; d. drizzling rain; f. fog; g. gloomy; h. hail; l. lightning; o. overcast; p. passing showers; q. squally; r. rain; s. snow; t. thunder; v. visibility; w. dew (wet).

W. DOBERCK.
Hongkong Observatory, September 12th, 1892.

MESSRS. FALCONER & CO.'S REGISTER, SEPT. 12TH.
Barometer 9 A.M. ... 29.80 Therm. 9 A.M. (Wet bulb) 74
Barometer 1 P.M. ... 29.75 Therm. 1 P.M. (Wet bulb) 76
Barometer 4 P.M. ... 29.74 Therm. 4 P.M. (Wet bulb) 77
Thermom. 9 A.M. ... 84 Therm. Maximum ... 87
Thermom. 1 P.M. ... 86 Therm. Minimum (over
Thermom. 4 P.M. ... 87 night) ... 78

REPORTS.

The Danish steamer *Ask*, from Haiphong 9th Sept., and Hoihow 11th, had N.E. moderate breeze and clear weather, smooth sea.

The Japanese steamer *Higo Maru*, from Manila 9th Sept., had fresh to light wind and fine weather with high confused sea first part of the passage.

The British steamer *Colonist*, from Hamburg 23rd July, had strong S.W. monsoon on the 8th Sept., 9th, and 10th, and current setting to the eastward, barometer on the 9th stood 29.49. Passed a large sailing ship steering north, at 9 p.m. of the 11th.

The British steamer *Pakshan*, from Saigon 7th Sept., had fresh W.S.W. winds and heavy rain squalls from Cape St. James to Padaran; from there to lat. 20 N., light W.N.W. and W. winds with low barometer; from there to port light monsoon and fine weather.

SHANGHAI SHIPPING.

September— ARRIVALS.
2, Ghazee, British str., from Liverpool.
2, Lyeemoon, German str., from Hongkong.
2, Feima, British str., from Chefoo.
2, Fushun, Chinese str., from Hongkong.
2, Cito, German str., from Nagasaki.
2, Kumasaka Maru, Jap. bk., from K'notzu.
3, Bayern, German str., from Bremen.
3, Haechang, Chinese str., from Wenchow.
3, Amicitia, Norw. str., from Nagasaki.
3, Catterthun, British str., from Australia.
3, Akashi, Japanese str., from Nagasaki.
4, Tsukushi Maru, Jap. str., from K'chinotzu.
4, Nierstein, German str., from Japan.
4, Achilles, British str., from Liverpool.
4, Hsin-yu, Chinese str., from Tientsin.
5, El Dorado, British str., from Tientsin.
5, Fungshun, Chinese str., from Tientsin.
5, Hainan, German str., from Nagasaki.
5, Sea Swallow, British bk., from Weihaiwei.
5, Moyune, British str., from Liverpool.
6, Yiksang, British str., from Foochow.
6, Tamsui, British str., from Swatow.
6, Toonan, Chinese str., from Swatow.
6, Loksang, British str., from Hongkong.
6, Kobe Maru, Jap. str., from Yokohama.
6, Yoritomo Maru, Jap. str., from K'notzu.

September— DEPARTURES.
3, Yarra, French str., for Marseilles.
3, Poo-chi, Chinese str., for Tientsin.
3, Whampoa, British str., for Amoy.
3, Hsiafung, Chinese str., for Chefoo.
3, Wuchang, British str., for Chefoo.
3, Loksang, British str., for Swatow.
3, Yung-ching, Chinese str., for Hongkong.
3, Monocacy, Amr. cruiser, for Chinkiang.
4, Saikio Maru, Jap. str., for Nagasaki.
4, Aden, British str., for London.
4, Keemun, British str., for London.
4, Hae-an, Chinese str., for Chefoo.
4, Smith, Chinese str., for Tamsui.
4, Caroline, British cruiser, for Hakodate.
5, Akashi, Japanese str., for Japan.
6, Amicitia, Nor. str., for Japan.
6, Nierstein, German str., for Japan.
6, Hounslow, British str., for Japan.
6, Vorwaerts, German str., for Kelung.
6, Feima, British str., for Chefoo.
6, Lienshing, British str., for Chefoo.
6, Wosang, British str., for Chinkiang.
6, Hsin-yu, Chinese str., for Chefoo.
6, Hae-shin, Chinese str., for Foochow.
6, Haechang, Chinese str., for Wenchow.

DEAFNESS ABSOLUTELY CURED.—A Gentleman who cured himself of Deafness and Noises in the Head of 14 years' standing by a new method will be pleased to send full particulars free. Address HERBERT CLIFTON, 8, Shepherd's-place, Kennington Park, London, S.E., Eng. |1286

SIEN TING.
SURGEON DENTIST.
No. 10, D'AGUILAR STREET.
TERMS VERY MODERATE.
Consultation Free.
Hongkong, 23rd September, 1891. |724

DR. KNORR'S
LION BRAND
ANTIPYRINE.
(Dose for Adults 15 to 35 grains troy.)
Is the most approved and most efficacious remedy in cases of HEADACHE, MIGRAINE, NEURALGIA, RHEUMATISM, FEVER, TYPHUS, INFLUENZA, DENGUE, ERYSIPELAS, HOOPING COUGH, and many other complaints. It is also the very best Antiseptic. Highly recommended by the Medical Faculty. Ask for Dr. KNORR'S ANTIPYRINE! Each Tin bears the inventor's signature "Dr. KNORR" in red letters.
"DERMATOL" is the best Vulnerary; its effect in stimulating the closing up of Wounds is described as amazing.
To be had at every reputed Chemist and Druggist.
Supplies constantly on hand at the China Export, Import, and Bank Co.—Sole Agents for China.
Beware of spurious imitations! |2773

NOTICES OF FIRMS

S.S. "PASIG."
THE Undersigned has been appointed AGENT from This Day.
For Freight apply to
W. MELCHERS.
Canton, 24th August, 1892. |1898

SCOTTISH ORIENTAL STEAMSHIP COMPANY (LIMITED).
THE Undersigned have been appointed AGENTS for the Company in Hongkong in place of the late Capt. G. T. Hopkins.
DODWELL, CARLILL & Co., Agents.
Hongkong, 5th September, 1892. |1870

NOTICE.
DAIRY FARM COMPANY, LIMITED.
I HAVE This Day been appointed SECRETARY to the above COMPANY.
By Order of the Board,
W. HUTTON POTTS, Secretary.
Hongkong, 6th September, 1892. |1887

A. E. ALLEMAO,
GENERAL COMMISSION AGENT.
Orders from abroad for any description of Goods promptly attended to
10, D'AGUILAR STREET.
Hongkong, 2nd September, 1892. |1855

NOTICE.

DURING the Repairs to the SUPREME COURT HOUSE, the COURT will Sit in SUMMARY JURISDICTION on and after the 23nd instant at the MASONIC HALL, ZETLAND STREET. And the COURT will Sit in ORIGINAL JURISDICTION either at the SUPREME COURT HOUSE or at the MASONIC HALL aforesaid as may be from time to time directed.

By Order,
BRUCE SHEPHERD,
Acting Registrar.
Supreme Court,
11th August, 1892. |1717

COMPANIA GENERAL DE TABACOS DE FILIPINAS,
MANILA.
TOBACCO GROWERS AND MERCHANTS, AND MANUFACTURERS OF CIGARS, CIGARETTES, AND CUT TOBACCOS.
ESTABLISHED 1881.
"MARCA DE FABRICA"
CAPITAL ... £3,000,000
Awarded in Eight Exhibitions sundry Gold Medals, First Prizes, Diplomas of Honour, and First Order of Merit.
Gold Medal at Paris, 1889.
All orders should be addressed to the Sole Agents for Hongkong, Messrs. ARNHOLD, KARBERG & Co.
The Steamers of the Compania Trasatlantica from Barcelona to Manila and vice versa will call at Lisbon every 22 days and will receive Cargo and Passengers there. |580

NAPIER JOHNSTONE'S SQUARE BOTTLE WHISKY.
The sale of this good Scotch increases month by month; it is of Superb quality and of CUTLER, PALMER & Co.'s SELECTION.
Sole Agents for it—
LANE, CRAWFORD & Co., Hongkong.
28|

AFONG, PHOTOGRAPHER
Has just added to his COLLECTION of VIEWS some NEW SCENES and Photos. of NATIVE TYPES, copies of which are obtainable in his Studio or at Messrs. KELLY & WALSH'S.
IVORY MINIATURES of Superior Quality and of Excellent and High Finish. PERMANENT ENLARGEMENTS of PHOTOS. and VIEWS and reproductions of the same on Paper, Canvas, or Opal.
INSTANTANEOUS VIEWS, GROUPS and PORTRAITS are taken in any state of the weather, and all Permanent Processes, are executed on Moderate Terms.
STUDIO—ICE HOUSE LANE. |34

JUST RECEIVED.
LOCH-THELMA WHISKY.
Average 8 years Old.
Specially recommended by Connoisseurs.
E. RICCO & CIE., Sole Agents.
2766|

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(Chinese *Daily Press*).
PUBLISHED DAILY,
Is the best medium for Advertising among the Native Community.
Established upwards of THIRTY YEARS, and circulates largely throughout Southern China, Indo-China, etc. Is carefully edited by experienced Chinese Scholars, and contains Full and Reliable Commercial Intelligence.
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Documents translated from or into Classical or Colloquial Chinese.

YEE SANG & Co.
COAL MERCHANTS,
have always on hand
LARGE STOCKS OF EVERY DESCRIPTION OF COAL.
Address:—Care of Messrs. KWONG SANG & Co., No. 68, PRAYA. |762

NEW NOVEL BY A POPULAR WRITER.
We have arranged to publish a new work of Fiction entitled
"A SECRET QUEST,"
A Story of Incident, Mystery and Romance,
BY
GEORGE MANVILLE FENN,
THE AUTHOR OF "THE PARSON O' DUMFORD," "THE DARK HOUSE," "MASTER OF THE CEREMONIES," "A GOLDEN DREAM," "BLACK BLOOD," "A MINT OF MONEY," &c.
Publication commenced on
SATURDAY, the 30TH JULY.
The Story will be printed in our Columns by special arrangement with the author. |1454

THE TOURIST'S GUIDE
REDUCED PRICE, $1.
Containing the names of all the Articles of Trade, objects of Natural History, Furniture, &c., &c., with the Punti and Mandarin Pronunciation.
The Daily Press Office.

TO LET

TO LET.
A SIX-ROOMED HOUSE, on ROBINSON ROAD.
Apply to
X. Y.,
Daily Press Office.
Hongkong, 5th April, 1892. |821

TO LET,
FROM 1ST JULY.
NO. 5, UPPER MOSQUE TERRACE. Corner house. Splendid view of Harbour, and in a cool and airy situation.
Apply to
ALFRED J. MAY,
Victoria College,
or No. 4A, Upper Mosque Terrace.
Hongkong, 22nd July, 1892. |1247

TO LET.
WITH IMMEDIATE POSSESSION.
THE Large Handsome SHOP, No. 24, QUEEN'S ROAD CENTRAL, lately occupied by Dakin Bros. of China, Limited, and also 2 large airy ROOMS on the top of above.
Apply to
DAKIN, CRUICKSHANK & CO., LD.,
Victoria Dispensary.
Hongkong, 3rd August, 1892. |1635

TO LET.
NO. 16, KNUTSFORD TERRACE, KOWLOON, End House.
Apply to
THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.
Hongkong, 20th July, 1892. |1038

TO LET.
A LARGE Six-Roomed HOUSE, at MAGAZINE GAP. Rent inclusive of taxes $35 per month.
No. 4, BLUE BUILDINGS.
FIRST FLOOR No. 1, BLUE BUILDINGS.
OFFICES SECOND FLOOR, PRAYA CENTRAL (lately occupied by Messrs. Dunn, Melbye & Co.).
GODOWN (under Messrs. Douglas Lapraik & Co.'s Offices).
GODOWN, No. 1A, BLUE BUILDINGS.
SEMI-DETACHED HOUSES, at MAGAZINE GAP.
No. 2 and 2A, STAUNTON STREET (Corner of the Old Bailey).
No. 10, OLD BAILEY.
FIRST FLOOR No. 22, ELGIN STREET.
Apply to
THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.
Hongkong, 5th September, 1892. |1239

WANCHAI WAREHOUSE AND STORAGE COMPANY, LIMITED.
TO LET,
POSSESSION FROM 1ST OCTOBER.
THE FIRST FLOOR of No. 10, PRAYA EAST, consisting of 3 Rooms, Bathroom, and Servants' Quarters, at $45 per month including Taxes.
Apply to
MEYER & CO.,
General Managers.
Hongkong, 12th September, 1892. |1906

TO LET.
NO. 27, MOSQUE STREET. Gas and Water laid on.
Apply
No. 4A UPPER MOSQUE TERRACE.
Hongkong, 3rd May, 1892. |1024

TO LET.
NO. 3, LOWER MOSQUE TERRACE.
Apply to
CHAN TAU,
Nos. 1 & 2, Lower Mosque Terrace.
Hongkong, 2nd May, 1892. |1012

TO LET.
NO. 5, WOODLANDS TERRACE (Corner House).
Apply to
LINSTEAD & DAVIS.
Hongkong, 10th September, 1892. |1907

TO LET.
GODOWNS at WANCHAI, with good water frontage.
Apply to
LINSTEAD & DAVIS.
Hongkong, 17th August, 1892. |1741

TO LET.
FURNISHED OR UNFURNISHED.
NO. 4A, UPPER MOSQUE TERRACE, Cool, airy situation.
Apply on Premises.
Hongkong, 29th July, 1892. |1608

TO BE LET.
FURNISHED, "ROSE VILLAS WEST," BONHAM and ROBINSON ROADS.
"BREEZY POINT," ROBINSON ROAD.
No. 1 "MOUNTAIN VIEW" from 23rd SEPTEMBER.
ROOMS on SECOND FLOOR of TELEGRAPH HOUSE.
ROOMS on PEDDER'S STREET, opposite to Hongkong Hotel.
"KOWLOON POINT," in suites or single rooms; three minutes' walk from Steam Ferry every quarter of an hour.
LAND for COAL STORAGE at WEST POINT, deep water frontage, and at KOWLOON.
GODOWNS, WEST.
GODOWNS at KOWLOON POINT.
Apply to
SHARP & Co.,
Telegraph House.
Hongkong, 29th August, 1892. |38

TO LET.
TUSCULUM, MAGAZINE GAP.
No. 2, SEYMOUR TERRACE.
No. 4, SEYMOUR TERRACE.
No. 4, PEDDER'S HILL.
Apply to
DAVID SASSOON, SONS & Co.
Hongkong, 10th August, 1892. |53

TO BE LET OR SOLD.
NO. 7, "MOUNTAIN VIEW," PEAK, 5 Good Rooms.
Gas and Water laid on.
If Sold part of the purchase money can remain on Mortgage.

TO BE LET.
CHAMBERS and SUITES of APARTMENTS at "WILD DELL BUILDINGS."
Apply to
HUMPHREYS ESTATE AND FINANCE COMPANY, LIMITED.
Hongkong, 14th July, 1892. |1444

TO LET.
FIRST FLOOR No. 1, ARSENAL STREET.
Apply to
L. M. Y.,
care of A TACK.
Hongkong, 23rd August, 1892. |1784

TO LET.
NO. 3, MORRISON HILL.
No. 3, WEST TERRACE.
No. 1, QUEEN'S GARDENS.
Apply to
G. C. ANDERSON,
13, Praya Central.
Hongkong, 24th August, 1892. |1008

PRIVATE BOARD AND RESIDENCE,
"GLENEALY BUILDINGS"
(NOS. 12 AND 14, WYNDHAM STREET).
MRS. GILLANDERS has Vacancies for RESIDENT BOARDERS and VISITORS, also Accommodation for Table Boarders.
Hongkong, 5th July, 1892. |1357

BOARD AND RESIDENCE.
COMFORTABLY FURNISHED ROOMS, with Board.
Apply to Mrs MATHER,
2, Pedder's Hill.
Hongkong, 1st January, 1892. |13

FOR SALE

HONGKONG HANSARD.
ON SALE.
REPORTS of the MEETINGS of the LEGISLATIVE COUNCIL, SESSIONS 1890-91 and 1891-92. Reprinted from the *Hongkong Daily Press*, revised by the Members. With Index. Price in cloth $4 each.
Hongkong, 27th August, 1892. |2029

FOR SALE.
A POWERFUL HORIZONTAL SUGAR CANE MILL, the Rollers are 30" in dia. by 75" long, with a 40 H.P. N. Horizontal Engine, Gearing and Boiler, capable of Crushing 300 tons of Cane per day, its Rollers are solid and weigh 10 tons each, which makes it one of the most powerful and effective Mills for fully extracting the juice from the Cane that has ever been manufactured. A Horizontal Sugar-Cane MILL, the Rollers are 26" in dia. by 56" long, with one 25 H.P. N. Engine, Gearing and Boiler, Capable of Crushing 150 tons of Cane per day. 4—42" Centrifugal Sugar Curing MACHINES with 2 Double Driving Engines. 1 JIB CRANE to lift 3 tons, suitable for a Wharf or Lighter, 1—6 H.P. N. Portable BOILER and ENGINE with enlarged fire back for burning Wood or Coal. Horizontal and Vertical DRIVING ENGINES, and BOILERS various sizes up to 30 H.P. N. Launch's ENGINE and BOILERS, Brake, Loose Bed, and Screw Cutting LATHES, various sizes, Planing, Shaping, Slotting Radial Drilling, Drilling, Punching, and Shearing, and Plate Bending MACHINES, various sizes Steam HAMMERS, Screw Cutting MACHINES, Punching BEARS, TAPS and DIES, FORGES, ANVILS, EMERY TOOL GRINDERS, Horizontal and Vertical STEAM WINDLASSES and CAPSTANS. Steam Steering GEAR, Horizontal and Diagonal STEAM WINCHES, Steam PUMPS, Steam Donkey PUMPS, Dock and other kinds of Force PUMPS, Overhead TRAVELLERS, Crab WINCHES, Weston Patent BLOCKS and CHAINS, HYDRAULIC JACKS, Hand Power DRIVING WHEELS, Shaftings, Brackets, Pulleys, and Fly Wheels, Steam RICE BOILERS, Fresh Water CONDENSERS, Hand Power RICE SHELLING MACHINES, Hand Power Steel FLOUR MILLS and the complete plant of Powerful Laundry MACHINERY that formerly belonged to the Hongkong Steam Laundry Co. A FIVE BARRELLED NORDENFELT MACHINE GUN, 450 Calibre, with Stand, Shield, Hoppers, and Fittings all complete and in perfect order. The Frame and Breech are handsomely Nickel-plated.
Quotations for special Machines that may be required or any other particulars on application to the Manager of the Wanchai Machinery Godowns, No. 3, Cross Lane, near No. 2 Police Station, Wanchai, Hongkong.
Hongkong, 29th August, 1891. |1390

FOR SALE.
CHAS. HEIDSIECK'S CHAMPAGNE, 1889 WHITE SEAL
$27 ... per case of 1 dozen quarts.
$28 ... per case of 2 dozen pints.
PAUL DUBOIS & Co.'s CLARET, CHATEAU LAROSE.
$14 ... per case of 1 dozen quarts.
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LORMONT.
$5.50 ... per case of 1 dozen quarts.
$6.50 ... per case of 2 dozen pints.
SIEMSSEN & Co.
Hongkong, 16th July, 1892. |27

FOR SALE.
CHAMPAGNE "MONOPOLE"
—HEIDSIECK & Co.—
MONOPOLE RED SEAL (medium dry).
Do. "sec" RED FOIL (dry).
Do. GOLD FOIL (dry).
DRY Do. do. (extra dry).
CARLOWITZ & Co.,
Sole Agents for
HEIDSIECK & Co., REIMS,
For Hongkong, China, and Japan.
Hongkong, 1st July, 1885. |1443

FOR SALE.
BEST STEAM COAL.
THE Undersigned beg to inform the Public that they have been appointed AGENTS in HONGKONG for the SAI PANG and SAI MEI COAL MINING COMPANY, of KOBE, and are now prepared to supply COALS of the said Mines at the most reduced and moderate prices.
Samples of these Coals were duly tested by Mr. ANDREW JOHNSTON, Engineer Surveyor, and found, as per Certificate, to be clean and good burning Coal.
An inspection is respectfully invited.
TOONG TAI CHEONG & CO.,
Collieries' Agency,
138, Praya West.
Hongkong, 11th July, 1892. |1032

NOW ON SALE.
IMPERIAL QUARTO.
ENGLISH AND CHINESE DICTIONARY,
WITH THE PUNTI AND MANDARIN PRONUNCIATION.
An Anglo-Chinese Dictionary, published at the *Daily Press* Office, Hongkong.
For comprehensiveness and practical service this Work stands unrivalled. All the new words which the Chinese have of late years been compelled to coin to express the numerous objects in machinery, photography, telegraphy, and in science generally, which the rapid advance of foreign relations has imposed upon them, are here given *in extenso*. Each and every word is fully illustrated and explained, forming exercises for students of a most instructive nature. Both the Court and Punti pronunciations are given the accents being carefully marked on the best principle hitherto attained. The typography displays the success of an attempt to make the Chinese and English type correspond in the size of body, thereby effecting a vast economy of space, achieving a clearness not previously attained, and dispensing with those vast margins and vacant spaces which have heretofore characterized Chinese publications.
To illustrate the vast scope of the work the following facts are submitted for consideration:—Chalmers' Vocabulary contains about 16,000 Chinese characters, and Medhurst's English and Chinese Dictionary about 100,000, whilst this work contains more than 50,000 English words, and upwards of 600,000 Chinese characters. Again, despite all the grammars and other elementary works as yet published, the student of this difficult language absolutely requires examples to display the various applications and equivalents of different words which have one general meaning. Of these examples this work contains more than five times as many as any other Dictionary hitherto published.
For practical purposes the arrangement of the work is so complete, that a reference to its pages enables a person who understands English to communicate *effectively* with natives who understand nothing but Chinese. In this respect the work will be found indispensable to all Europeans residing in China, and to the natives themselves it explains subjects fully with which very few indeed of them are perfectly acquainted. To parties resident in England and interested in China it cannot but be invaluable occasionally.
It comprises upwards of two thousand large quarto pages.
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CHINA OVERLAND TRADE REPORT
the
COMMERCIAL JOURNAL for CHINA, JAPAN, &c., &c.,
Published at the Office of the *Hongkong Daily Press* on the Morning of the Departure of the English Mail,
contains the
LATEST AND FULLEST TRADE INTELLIGENCE,
REPORTS OF MEETINGS OF COMPANIES,
THE LATEST TELEGRAMS,
together with the
POLITICAL AND GENERAL NEWS of the Fortnight.
The "Trade Report" has a large circulation in Hongkong, the Ports of China and Japan, the Philippines, Straits Settlements, &c., &c.

VESSELS EXPECTED.

THE INDIAN MAIL.
The Indo-China steamer *Chelydra* left Singapore at 6 p.m. on the 8th and may be expected here on the 14th inst.

THE CANADIAN MAIL.
The C. P. steamer *Empress of Japan*, with the next Canadian mail, left Vancouver on the afternoon of the 31st ult., and may be expected here on or about the 22nd inst.

THE AMERICAN MAIL.
The Pacific Mail Co.'s steamer *City of Rio de Janeiro*, with mails, &c., left San Francisco for this port *via* Yokohama on the 27th August.
The O. & O. steamer *Gaelic*, with the American mail of the 6th inst., left San Francisco on that date for Hongkong *via* Yokohama.

MERCHANT STEAMERS.
The P. & O. steamer *Thibet* left Singapore at 11.30 a.m. on the 7th, and may be expected here on the 13th inst.
The Glen Line steamer *Gleneagles* left Singapore on the morning of the 10th, and may be expected here on the 16th inst.
The O. S. S. Co.'s steamer *Laertes* left Singapore on the morning of the 11th, and may be expected here on or about the 17th inst.
The China Mutual steamer *Pingsuey*, from London and Liverpool, passed the Canal on the 12th and may be considered due at Singapore on the 30th inst.

POST-OFFICE NOTICES.

PEAK DELIVERY closes at Post Office at 11.30 a.m. and 3 p.m. or in Letter Boxes in the Cars by 12 and 3.30 o'clock Trams. Letter Boxes at Peak will be cleared at 12.30 and 4 p.m.

The Postal Guide for 1892, revised to date will be found in the *Chronicle and Directory* p. XXII. This is the only authorised complete Summary of Postal information published in Hongkong.

☞ The authorised List of Mails issued in connection with this paper is the one published twice each day in our Extra, which is corrected to a much later hour than that given below.

A MAIL WILL CLOSE.

For Singapore and London.—Per *Kaemun*, to-day, the 13th inst., at 3.30 P.M.
For Shanghai.—Per *Chiyuen*, to-day, the 13th inst., at 3.30 P.M.
For Swatow and Shanghai.—Per *Fooksang*, to-day, the 13th inst., at 3.30 P.M.
For Amoy and Kobe.—Per *Higo Maru*, to-day, the 13th inst., at 4.30 P.M.
For Bangkok.—Per *Taichiow*, to-morrow, the 14th inst., at 9.30 A.M.
For Singapore, Penang, and Calcutta.—Per *Arratoon Apcar*, to-morrow, the 14th inst., at 11.30 A.M.
For Shanghai, Kobe, and Yokohama.—Per *Argyll*, to-morrow, the 14th inst., at 11.30 A.M.
For Amoy and Manila.—Per *Kowshing*, to-morrow, the 14th inst., at 4.30 P.M.
For Singapore.—Per *Frigga*, on Thursday, the 15th inst., at 3.30 P.M.
For Nagasaki, Kobe, and Yokohama.—Per *Verona*, on Friday, the 16th inst., at 5.00 P.M.
For Yokohama and San Francisco.—Per *Oceanic*, on Tuesday, the 20th inst., at 0.30 P.M.

MAILS BY THE UNITED STATES PACKET.

The United States Mail Packet *Oceanic* will be despatched on TUESDAY, the 20th inst., with Mails for Japan, San Francisco, the United States, Canada, Honolulu, Peru, &c., which will be closed as follows:—
0.15 P.M., Registry ceases.
0.30 P.M., Post Office closes, but Correspondence may be posted on board the Packet with Late Fee of 10 cents extra Postage until the time of departure.
The Post Office declines all responsibility for Unregistered Letters containing Bank Notes, Coin, or Jewellery, and, where Registration has been neglected, will make no enquiries into alleged losses of such letters.

1892 MAIL TABLES 1892
MAIL TABLES NOW READY. Paper, 10 cents, Cardboard, 20 cents, Cash.
Daily Press Office or Booksellers.
Hongkong, 2nd February, 1892. |312

THE CHINA & JAPAN TELEPHONE COMPANY, LIMITED.

LIST OF SUBSCRIBERS
TO THE
HONGKONG TELEPHONE EXCHANGE.

25.—Aberdeen Dock	33.—H'kong & Kowloon Go. Co., W. Point
10.—Aberdeen Paper Mills Office, Wing Lok St.	45.—H'kong Rope F'tory.
10A.—Aberdeen Paper Mills	9.—H'kong & Shanghai Banking Corpn.
26.—Alice Meml. Hospital	1.—Hongkong Teleg'ph
24.—Anderson, Capt. G. C., Praya Central	77.—Ho Tung, Praya Ct.
40.—Anderson, Capt. G. C., East Point	82.—Do., B'ham Strand
8.—Arnhold, Karberg & Co.	67.—Hughes, E. J., Res.
50.—Bay View Hotel	50.—Imports & Exports Office
65.—Blackhead & Co., Magazine Gap	71.—Jardine, M. & Co. China Sugar Refinery Office
66.—Blackhead & Co., Praya Central	72.—China Sugar Refinery, East Point
18.—Butterfield & Swire Shipping Office	21.—Kerosine Go., E. P.
36.—Butterfield & Swire Refinery Office	23.—Jordan, Dr. G. P.
36A.—Butterfield & Swire Refinery, Quarry Bay	43.—Jordan, Dr., Res.
39.—Butterfield & Swire Res., Peak	30.—Joseph, H. H., Magazine Gap
42.—Canadian Pacific Railway Co., Ld.	53.—Judd, W., Magazine Gap
3.—Cantlie, Dr. J., Mount Kellet	64.—Kennedy, J.
15.—Central Police Station	64A.—Do. Causeway Bay
22.—China Mail Office	4.—Lapraik, J. D., Stewart Terrace
55.—Cowie, Dr. A., Queen's Gardens	17.—Lapraik & Co., D.
12.—Daily Press Office	54.—MacEwen, F. & Co.
60.—Dakin, Cruickshank & Co.	35.—Mount Austin Hotel
41.—Dodwell, Carlill & Co.	5.—Nam Wo & Co.
14.—E. E. A. & C. Tel. Co.	16.—Opium Farmer, Hau Fook
47.—Gas Co. Ld. West Point	3A.—Peak Hospital.
18.—Do. Do. East Point	29.—Peak Hotel
31.—Gibb, Livingston & Co.	19.—P. & O. S. N. Co.
80.—Govt. Civil Hospital	51.—Ray, E. C., Office
44.—Government House	34.—Ray, E. C., Res.
6.—Harrison, W. S. Res.	52.—Sailors' Home
2.—Hartigan, Cantlie, & Cowie, Drs.	7.—Scott, H. J., Res.
28.—Holliday, C. J., Res.	37.—Scottish Oriental Steamship Co.
27.—Holliday, Wise & Co.	49.—Shewan & Co.
11.—Hongkong Club	61.—Stevens, G. R.
58.—Hongkong Electric Co.	62.—Do. Lower Robinson Road
13.—Hongkong Trading Co.	56.—Victoria Hotel (Public Telephone)
32.—Hongkong Hotel (Public Telephone)	16.—Watson & Co., A. S.
81.—Hongkong & Kowloon Godown Co.	57.—Wickham, W. H. Res.
20.—H. & W. Dock Co.	63.—Woo Kee & Co., Praya West
	38.—Yuen Fat Hong, Bonham Strand.

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W. STUART HARRISON, Manager.
1599|

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The "HONGKONG DAILY PRESS" is kept on file at the Office of L. P. FISHER, who is authorised to receive Advertisements.

NOT RESPONSIBLE FOR DEBTS.

Neither the CAPTAINS, the AGENTS, nor the OWNERS will be RESPONSIBLE for any DEBT contracted by the Officers or the Crews of the following Vessels during their stay in Hongkong Harbour:—
ARGYLL, Brit. str., Williamson—Dodwell, Carlill & Co.
ARRATOON APCAR, Brit. str., J. E. Hansen—D. Sassoon, Sons & Co.
BATAVIA, Brit. str., J. R. Hill—Dodwell, Carlill & Co.
BYLGIA, Ger. bk., Ploger—Wieler & Co.
CARL FRIEDRICH, Ger. ship, Raak—Reuter, Bröckelmann & Co.
CICERO, Brit. str., A. George—Woo Kee & Co.
FLORENCE TREAT, Brit. bk., Paulsen—Order.
HEINRICH, Ger. bk., Henne—Chinese.
ISAAC REED, Amr. ship, Waldo—Reuter, Bröckelmann & Co.
JOHN McLEOD, Can. ship, Henderson—Master.
MARABOUT, Brit. ship, P. L. Ferguson—W. Hewett & Co.
PROPONTIS, Brit. str., Farrand—Arnhold, Karberg & Co.

NOTICES TO CONSIGNEES.

FROM HAMBURG, PENANG, AND SINGAPORE.

THE Steamship

"PRIOK,"

Captain G. Petersen, having arrived from the above ports, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned and to take immediate delivery of their Goods from alongside.

Optional cargo will be forwarded unless notice to the contrary be given before Noon TO-DAY.

Any Cargo impeding her discharge will be landed into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, and stored at Consignees' risk and expense.

No Claims will be admitted after the Goods have left the Godowns and all Goods remaining undelivered after the 13th instant will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 13th instant, at 4 P.M.

No Fire Insurance has been effected.

SIEMSSEN & Co., Agents.

Hongkong, 6th September, 1892. [1882

"GLEN" LINE OF STEAM PACKETS.

FROM ANTWERP, LONDON, AND SINGAPORE.

THE Steamship

"GLENARTNEY"

having arrived from the above ports, Consignees of Cargo by her are hereby informed that their Goods are being landed, at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, at Kowloon, whence delivery may be obtained.

Optional cargo will be forwarded unless notice to the contrary be given before 2 P.M. TO-DAY.

Cargo remaining undelivered after the 13th inst. will be subject to rent.

No Fire Insurance has been effected. Consignees are requested to present all claims for damages and/or shortages not later than the 20th inst., otherwise they will not be recognized.

Bills of Lading will be countersigned by

JARDINE, MATHESON & Co., Agents.

Hongkong, 7th September, 1892. [1891

STEAMSHIP "SYDNEY."

COMPAGNIE DES MESSAGERIES MARITIMES.

NOTICE.

CONSIGNEES of Cargo from London ex S.S. *Tigre*, from Havre ex S.S. *Tigre*, from Bordeaux ex S.S. *Gaule* and *St. Leroy Lallier*, in connection with above Steamer, are hereby informed that their Goods, with the exception of Opium, Treasure, and Valuables, are being landed and stored at their risks into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, at Kowloon, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before NOON TO-DAY (TUESDAY), requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned.

Goods remaining unclaimed after TUESDAY, the 13th instant, at Noon, will be subject to rent and landing charges.

All Claims must be sent in to me on or before the 13th instant (TUESDAY), or they will not be recognised.

All Damaged Packages will be examined on TUESDAY, the 13th inst., at 3 P.M.

No Fire Insurance has been effected.

G. DE CHAMPEAUX, Agent.

Hongkong, 6th September, 1892. [2

FROM CALCUTTA, PENANG, AND SINGAPORE.

THE Steamship

"ARRATOON APCAR"

having arrived from the above ports, Consignees of Cargo are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge or remaining on board after the 10th instant will be landed at Consignees' risk and expense into the Godowns of the Wanchai Warehouse and Storage Co., Limited, Wanchai.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by

DAVID SASSOON, SONS & Co., Agents.

Hongkong, 9th September, 1892. [1895

NORTHERN PACIFIC STEAMSHIP COMPANY.

NOTICE TO CONSIGNEES.

STEAMSHIP "DEVAWONGSE."

FROM TACOMA, VICTORIA, YOKOHAMA, AND KOBE.

THE above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature, and take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

DODWELL, CARLILL & Co., Agents.

Hongkong, 12th September, 1892. [1087

"MOGUL" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S. S. "ARGYLL."

FROM MIDDLESBRO', LIVERPOOL, GLASGOW AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, at Kowloon, whence and/or from the wharves delivery may be obtained.

Optional cargo will be forwarded unless notice to the contrary be given before NOON, TO-DAY.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 19th instant will be subject to rent.

All claims against the steamer must be presented to the Undersigned on or before the 19th instant, or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 19th instant, at 3 P.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

DODWELL, CARLILL & Co., Agents.

Hongkong, 12th September, 1892. [1878

VESSELS ON THE BERTH

FOR SAN FRANCISCO.

THE 3/3 L. I. I. British Ship

"JOHN McLEOD,"

Henderson, Master, will load here for the above port and will have quick despatch.

For Freight, apply to

SHEWAN & CO., Agents.

Hongkong, 23rd July, 1892. [1567

FOR LONDON AND HAMBURG.

THE 3/3 L. I. I. German Ship

"J. D. BISCHOFF,"

Captain Meyer, will load here for the above Ports, and will have quick despatch.

For Freight apply to

MELCHERS & CO.

Hongkong, 16th August, 1892. [1203

FOR NEW YORK.

THE 3/3 A.I.I. American Ship

"CHARGER,"

Captain D. S. Goodell, will load here for the above Port and will have quick despatch.

For Freight, apply to

SIEMSSEN & CO.

Hongkong, 20th August, 1892. [1757

NOTICE TO SHIPPERS.

FOR SAN FRANCISCO.

THE 100 A1 British Ship

"SIERRA MIRANDA"

will load here for the above Port and will have quick despatch

For Freight, apply to

MELCHERS & CO., Agents.

Hongkong, 20th August, 1892. [1758

VESSELS ON THE BERTH.

THE CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

FOR LONDON VIA PORTS OF CALL.

THE Company's Steamship

"KEEMUN,"

Chs. H. Kemp, Commander, will be despatched as above TO-DAY, the 13th instant, at NOON, instead of as previously notified.

For Freight, apply to

ARNHOLD, KARBERG & Co., Agents.

Hongkong, 10th September, 1892. [1903

NIPPON YUSEN KAISHA.

FOR KOBE VIA AMOY.

THE Company's Steamship

"HIGO MARU,"

Captain Jas. Jones, will be despatched for the above Ports TO-DAY, the 13th inst., at 5 P.M., instead of as previously advertised.

For Freight or Passage, apply to

GEO. R. STEVENS, Agent.

Hongkong, 10th September, 1892. [1904

FOR BANGKOK DIRECT.

THE SCOTTISH ORIENTAL STEAMSHIP COMPANY, LIMITED.

THE Company's Steamer

"TAICHIOW,"

Captain R. Unsworth, will be despatched for the above Port TO-MORROW, the 14th inst., at 10 A.M.

For Freight or Passage, apply to

YUEN FAT HONG, Agents.

Hongkong, 10th September, 1892. [1910

FOR SINGAPORE, PENANG, AND CALCUTTA.

THE Steamship

"ARRATOON APCAR,"

Captain J. E. Hansen, will be despatched for the above Ports TO-MORROW, the 14th inst., at Noon.

For Freight or Passage, apply to

DAVID SASSOON, SONS & CO., Agent.

Hongkong, 12th September, 1892. [1895

UNION LINE.

FOR SHANGHAI, KOBE AND YOKOHAMA.

THE Steamship

"COLONIST,"

Captain Mars, will be despatched for the above ports on or about TO-MORROW, the 14th instant.

For Freight or Passage apply to

SHEWAN & CO., Agents.

Hongkong, 10th September, 1892. [1912

OCEAN STEAMSHIP COMPANY.

FOR LONDON, VIA SUEZ CANAL.

THE Company's Steamship

"PALINURUS,"

Captain Jackson, will be despatched as above on SATURDAY, the 17th inst.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE, Agents.

Hongkong, 8th September, 1892. [1736

FOR NEW YORK VIA SUEZ CANAL.

THE Steamship

"STRATHLEVEN,"

Captain Cormack, will be despatched as above on or about MONDAY, the 19th instant.

For Freight or Passage, apply to

DODWELL, CARLILL & Co., Agents.

Hongkong, 10th September, 1892. [1037

U. S. MAIL LINE.

PACIFIC MAIL STEAMSHIP COMPANY THROUGH TO NEW YORK, VIA OVERLAND RAILWAYS, AND TOUCHING AT YOKOHAMA AND SAN FRANCISCO.

PROPOSED SAILINGS FROM HONGKONG.

CITY OF RIO DE JANEIRO	THURSDAY	Sept. 29
CITY OF PEKING	SATURDAY	Oct. 22
CHINA	TUESDAY	Nov. 1

THE U. S. Mail Steamer "CITY OF RIO DE JANEIRO" will be despatched for SAN FRANCISCO VIA YOKOHAMA, on THURSDAY, the 29th SEPTEMBER, 1892, taking Passengers and Freight for Japan, the United States, and Europe.

RATES OF PASSAGE.

FROM HONGKONG, FIRST CLASS.

To San Francisco, Vancouver, Victoria, Esquimault, New Westminster, Port Townsend, Seattle, Tacoma, Portland, O. $225.00

To Liverpool and London $325.00

To Paris and Bremen $345.00

To Havre and Hamburg $335.00

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers.

RATES OF PASSAGE TO OVERLAND CITIES. FIRST CLASS.

DESTINATION	30 day Tickets.	Continuous Trip Tickets.
Kansas City, Mo., Omaha, Neb.	285.00	
St. Louis, Mo.	292.50	291.50
St. Paul, Minn., Minneapolis, Minn.	292.90	
Chicago, Ill.	297.50	295.00
Milwaukee, Wis	299.50	295.00
Cincinnati, Ohio.	302.30	301.50
Columbus, Ohio.	304.25	304.20
Detroit, Mich	304.95	302.75
Cleveland, Ohio	306.55	305.00
Toronto, Canada	309.95	307.45
Pittsburg, Penn	310.25	307.00
Niagara Falls, N.Y., Buffalo, N.Y.	311.00	308.50
Washington, D.C., Baltimore, Md.	317.90	311.75
Montreal, Canada	319.75	313.00
Philadelphia, Penn.	319.75	312.[illegible]0
New York	319.75	315.00
Boston, Mass	321.15	317.00
Portland, Maine	327.25	317.00

All the above Rates are in Mexican Dollars.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

Passengers by this line have the option of proceeding Overland by the Southern Pacific and connecting Lines, Central Pacific, Northern Pacific, or Canadian Pacific Railways.

Return Tickets.—First Class.—Prepaid return tickets to San Francisco will be issued at following rates:—

4 months $337.50

12 " $393.75

Time is reckoned from date of issue to date of re-embarkation at San Francisco.

Passengers who have paid full fare, re-embarking at San Francisco for China or Japan (*or vice versa*) within one year, will be allowed a discount of 10 per cent. from Return Fare. *This allowance does not apply to through fares from China and Japan to Europe.*

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States, should be sent to the Company's Offices in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight apply to the Agency of the Company, No. 72, Queen's Road Central.

J. S. VAN BUREN, Agent.

Hongkong, 10th September, 1892. [3

FOR NEW YORK.

THE 3/3 L. I.I. American Ship

"BELLE OF BATH."

Captain C. Curtis, will load here for the above Port, and have quick despatch.

For Freight apply to

SIEMSSEN & Co.

Hongkong, 21st July, 1892. [1559

VESSELS ADVERTISED AS LOADING.

DESTINATION.	VESSEL'S NAME.	FLAG & RIG.	CAPTAIN.	FOR FREIGHT APPLY TO	TO BE DESPATCHED.
LONDON, &c., VIA SUEZ CANAL	Cathay	Brit. str.	Symons	P. & O. S. N. Co.	On 15th inst., at Noon.
LONDON, VIA SUEZ CANAL	Palinurus	Brit. str.	Jackson	Butterfield & Swire	On 17th inst.
LONDON AND HAMBURG	J. D. Bischoff	Ger. sh.	Meyer	Melchers & Co.	Quick despatch.
LONDON VIA PORTS OF CALL	Keemun	Brit. str.	Kemp	Arnhold, Karberg & Co.	To-day, at Noon.
BREMEN & PORTS OF CALL	Bayern	Ger. str.	Högemann	Melchers & Co.	On 18th inst., at 10 A.M.
MARSEILLES VIA SAIGON, &c.	Yangtse	Fren. str.	Schmitz	Messageries Maritimes	On 21st inst., at Noon.
HAVRE, LONDON, H'BURG, &c.	Radnorshire	Brit. str.	Davies, R.N.R.	Dodwell, Carlill & Co.	On or about 23rd inst.
HAVRE & H'BURG V S'GAPORE	Frigga	Ger. str.	Nagel	Siemssen & Co.	On 15th inst., at 4 P.M.
VANCOUVER, VIA S'HAI &c.	Empress of Japan	Brit. str.	Lee, R.N.R.	Canadian Pacific R. Co.	On 8th Oct., at Noon.
VICTORIA, B.C., &c., V Y'HAMA	....	Brit. str.	....	Dodwell, Carlill & Co.	On 4th Oct., at Noon.
SAN FRANCISCO VIA Y'HAMA	City of Rio	Amer. str.	....	P. M. S. S. Co.	On 29th inst.
SAN FRANCISCO VIA Y'HAMA	Oceanic	Brit. str.	....	O. & O. S. S. Co.	On 20th inst.
SAN FRANCISCO	Sierra Miranda	Brit. sh.	....	Melchers & Co.	Quick despatch.
SAN FRANCISCO	John McLeod	Brit. sh.	Henderson	Shewan & Co.	Quick despatch.
NEW YORK VIA SUEZ CANAL	Chingwo	Brit. str.	Gratton	Arnhold, Karberg & Co.	On or about 25th inst.
NEW YORK VIA SUEZ CANAL	Strathleven	Brit. str.	Cormack	Dodwell, Carlill & Co.	On or about 19th inst.
NEW YORK	Charger	Amr. sh.	Goodell	Siemssen & Co.	Quick despatch.
NEW YORK	Carl Friedrich	Amer. sh.	Hask	Shewan & Co.	Quick despatch.
NEW YORK	Belle of Bath	Amr. sh.	Curtis	Siemssen & Co.	Quick despatch.
NEW YORK	Constance	Brit. sh.	Tingley	Reuter, Bröckelmann & Co.	Quick despatch.
NEW YORK	Isaac Reed	Amr. sh.	Waldo	Carlowitz & Co.	Quick despatch.
BANGKOK DIRECT	Taichiow	Brit. str.	Unsworth	Yuen Fat Hong	To-morrow, at 10 A.M.
STRAITS & CALCUTTA	A. Apcar	Brit. str.	Hansen	David Sassoon, Sons & Co.	To-morrow, at Noon.
YOKOHAMA, V. N'SAKI & KOBE	Verona	Brit. str.	Seymour	P. & O. S. N. Co.	On 17th inst., daylight.
KOBE VIA AMOY	Higo Maru	Jap. str.	Jones	Geo. R. Stevens	To-day, at 5 P.M.
SHANGHAI, KOBE, & Y'HAMA	Colonist	Brit. str.	Mars	Shewan & Co.	On or about 14th inst.
SHANGHAI, KOBE, & Y'HAMA	Argyll	Brit. str.	Williamson	Dodwell, Carlill & Co.	To-morrow, at Noon.
MANILA VIA AMOY	Kowshing	Brit. str.	Galsworthy	Jardine, Matheson & Co.	To-morrow, at 5 P.M.
MANILA VIA AMOY	Zafiro	Brit. str.	Cobban	Shewan & Co.	To-morrow, at 5 P.M.

VESSELS ON THE BERTH

FOR SINGAPORE, HAVRE, AND HAMBURG.

(Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, LONDON, LIVERPOOL and BREMEN.)

THE Steamship

"FRIGGA,"

Captain F. Nagel, will be despatched for the above ports on THURSDAY, the 15th inst., at 4 P.M.

For Freight or Passage, apply to

SIEMSSEN & Co., Agents.

Hongkong, 7th September, 1892. [1885

STEAM TO YOKOHAMA, VIA NAGASAKI AND KOBE.

(Passing through the INLAND SEA.)

THE P. & O. S. N. Co.'s Steamship

"VERONA,"

Captain F. H. Seymour, will leave for the above places on SATURDAY, the 17th inst., at DAYLIGHT.

For Freight or Passage, apply to

H. H. JOSEPH, Superintendent.

Hongkong, 7th September, 1892. [1

STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, ISMALIA, PORT SAID, MALTA, GIBRALTAR, MARSEILLES, BRINDISI, PLYMOUTH, AND LONDON

ALSO,

BOMBAY, MADRAS, CALCUTTA, AND AUSTRALIA.

N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR BATAVIA, PERSIAN GULF PORTS, MARSEILLES, HAMBURG, NEW YORK, AND BOSTON.

SPECIE ONLY LANDED AT PLYMOUTH.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY'S Steamship "CATHAY," Captain A. Symons, with Her Majesty's Mails, will be despatched from this port on THURSDAY, the 15th SEPTEMBER, at Noon.

Cargo will be received on board until 4 P.M. Parcels and Specie (Gold) at the Office until 4 P.M. on the day before sailing.

Silk, Valuables, and Cargo for Europe (except Italian ports) will be transhipped at Colombo into a steamer proceeding to Marseilles and London.

For further particulars regarding FREIGHT and PASSAGE, apply to the PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY'S Office, Hongkong.

The Contents and Value of Packages are required to be declared prior to shipment.

Shippers are particularly requested to note the terms and conditions of the Company's Black Bills of Lading.

H. H. JOSEPH, Superintendent.

Hongkong, 7th September, 1892. [1

OCCIDENTAL AND ORIENTAL STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE, VIA THE OVERLAND RAILWAYS, AND ATLANTIC AND OTHER CONNECTING STEAMERS.

PROPOSED SAILINGS FROM HONGKONG.

OCEANIC	TUESDAY	Sept. 20
GAELIC (via Honolulu)	TUESDAY	Oct. 11
BELGIC	THURSDAY	Nov. 10

THE Steamship OCEANIC will be despatched for SAN FRANCISCO, *via* YOKOHAMA, on TUESDAY, the 20th SEPTEMBER, Connection being made at Yokohama with Steamers from Shanghai and Japan Ports.

RATES OF PASSAGE.

FROM HONGKONG. FIRST CLASS.

To San Francisco, Vancouver, Victoria, Esquimault, New Westminster, Port Townsend, Seattle, Tacoma, Portland, O., $225.00

To Liverpool and London $325.00

To Paris and Bremen $345.00

To Havre and Hamburg $335.00

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers.

RATES OF PASSAGE TO OVERLAND CITIES. FIRST CLASS.

DESTINATION	30 day Tickets.	Continuous Trip Tickets.
Kansas City, Mo., Omaha, Neb.	285.00	
St. Louis, Mo.	292.50	291.50
St. Paul, Minn., Minneapolis, Minn	292.90	
Chicago, Ill.	297.50	295.00
Milwaukee, Wis	299.50	295.00
Cincinnati, Ohio.	302.30	301.50
Columbus, Ohio	304.25	304.20
Detroit, Mich	304.95	302.75
Cleveland, Ohio	306.55	30[illegible].00
Toronto, Canada	309.95	307.45
Pittsburg, Penn.	310.25	307.00
Niagara Falls, N.Y., Buffalo, N.Y.	311.00	308.50
Washington, D.C., Baltimore, Md.	317.[illegible]0	311.75
Montreal, Canada	319.75	313.00
Philadelphia, Penn	319.75	312.50
New York	319.75	315.00
Boston, Mass	321.15	317.00
Portland, Maine	327.25	317.00

All the above Rates are in Mexican Dollars.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

Passengers by this line have the option of proceeding Overland by the Southern Pacific and connecting Lines, Central Pacific, Northern Pacific, or Canadian Pacific Railways.

Return Tickets.—First Class.—Prepaid return tickets to San Francisco will be issued at following rates:—

4 months $337.50

12 " $393.75

Time is reckoned from date of issue to date of re-embarkation at San Francisco.

Passengers who have paid full fare, re-embarking at San Francisco for China or Japan (*or vice versa*) within one year, will be allowed a discount of 10 per cent. *This allowance does not apply to through fares from China and Japan to Europe.*

ALL PARCEL PACKAGES should be marked to address in full; and same will be received at the Company's Office until FIVE P.M. the day previous to sailing.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Offices, addressed to the Collector of Customs, San Francisco.

For further information as to Freight or Passage, apply to the Agency of the Company, No. 72, Queen's Road Central.

J. S. VAN BUREN, Agent.

Hongkong, 31st August, 1892. [4

VESSELS ON THE BERTH

COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOTS POSTE FRANCAIS

NOTICE.

STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, PONDICHERRY, MADRAS, CALCUTTA, ADEN, SUEZ, PORT SAID, MEDITERRANEAN AND BLACK SEA PORTS, ALEXANDRIA, MARSEILLES, LONDON, HAVRE, AND BORDEAUX, AND PORTS OF BRAZIL AND LA PLATA.

ON WEDNESDAY, the 21st September, 1892, at NOON, the Company's Steamship "YANGTSE," Commandant Schmitz, with Mails, Passengers, Specie, and Cargo, will leave this Port for the above places.

Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal Places of Europe.

Shipping Orders will be granted till Noon, Cargo will be received on board until 4 P.M. Specie and Parcels until 3 P.M., on the 20th September. (Parcels are not to be sent on board; they must be left at the Agency's Office.) Contents and Value of Packages are required.

For further particulars, apply at the Company's Office.

G. DE CHAMPEAUX, Agent.

Hongkong, 8th September, 1892. [2

NORTHERN PACIFIC STEAMSHIP AND RAILROAD COMPANIES.

PROPOSED SAILINGS FROM HONGKONG, 1892.

(SUBJECT TO ALTERATION).

A STEAMER	Tuesday	Oct. 4th.
VICTORIA	Thursday	Nov. 3rd.
TACOMA	Thursday	Dec. 1st.

AND THEREAFTER THE PERMANENT SERVICE OF THE COMPANY'S REGULAR STEAMERS.

A STEAMSHIP sailing at NOON, on TUESDAY, the 4th OCTOBER, will proceed to KOBE, YOKOHAMA, VICTORIA, B.C., and TACOMA.

Through Bills of Lading issued to Japan, Pacific Coast Points, and to Canadian and United States Points.

Consular Invoices of Goods for United States Points should be in quadruplicate; and one copy must be sent forward by the steamer to the care of The General Agent, Northern Pacific Railroad, Tacoma, Wash.

Parcels must be sent to our Office with address marked in full by 5 P.M. on the day previous to sailing.

For further information as to Passage or Freight apply to

DODWELL, CARLILL & Co., Agents.

Hongkong, 6th September, 1892. [1087

CANADIAN PACIFIC RAILWAY CO.'S ROYAL MAIL STEAMSHIP LINE, CHINA AND JAPAN.

PROPOSED SAILINGS FROM HONGKONG, 1892.

(SUBJECT TO ALTERATION.)

EMPRESS OF JAPAN	Saturday	8th Oct.
EMPRESS OF CHINA	Saturday	5th Nov.
EMPRESS OF INDIA	Saturday	3rd Dec.

THE R. M. S.

"EMPRESS OF JAPAN,"

Lieut. Geo. A. Lee, R.N.R., Commander, sailing at NOON, on SATURDAY, the 8th OCTOBER, with Her Majesty's Mails, will proceed to VANCOUVER, VIA SHANGHAI, KOBE, INLAND SEA, and YOKOHAMA.

RATES OF PASSAGE.

(In Mexican Dollars).

FROM HONGKONG, FIRST CLASS.

TO	One Way Fares	Prepaid Return 4 Mos.	Prepaid Return 12 Mos.
Vancouver, Victoria, Esquimault, New Westminster, B.C.; Port Townsend, Seattle, Tacoma, Wash; Portland, Ore., San Francisco.	225	338	394
Banff, Calgarry, Alba.	255	383	447
Winnipeg, Man	275	413	482
To Minneapolis, St. Paul, Duluth, Minn	285	428	499
Chicago, Ill., Kansas City, St. Louis, Mo; Milwaukee, Wis	295	443	517
Detroit, Mich., Cincinnati, Cleveland, Columbus, O.; Hamilton, London, Toronto, Ont.; Buffalo, Niagara Falls, N.Y.	305	458	534
Kingston, Ottawa, Ont., Montreal, Quebec, Que.; New York, Albany, Troy, Rochester, N.Y.; Baltimore, Md., Philadelphia, Pittsburg, Pa.; Washington, D.C., Boston, Mass., Portland, Me.; Halifax, N.S., St. John, N.B.	310	465	543
Liverpool and London via Liverpool	325	575	650
Paris, via Liverpool and London	345	not	issued
Havre, via Liverpool	335	not	issued
Bremen, "	345	not	issued
Hamburg, "	335	not	issued

2nd class steamer and 1st class on rail, and 2nd class steamer and rail, also Steerage Fares and Rates to other places, quoted on application.

The Steamers call at Victoria to land and embark Passengers.

Return Tickets.—Time limit for prepaid return ticket is reckoned from date of issue to date of re-embarking at Vancouver.

Through Passage Tickets granted to England, France, and Germany by all Trans-Atlantic lines of steamers.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China or Japan, and to Government officials.

CARGO.—Through Bills of Lading issued to Japan, Pacific Coast Ports, and to Canadian and United States Points.

CONSULAR INVOICES of Goods for United States Points should be in quadruplicate; and one copy must be sent forward by the steamer to the care of D. E. BROWN, Assistant General Freight and Passenger Agent, C. P. R., Vancouver, B.C.

PARCELS must be sent to the Company's Offices with address marked in full by 5 P.M. on the day previous to sailing.

For further information as to Passage and Freight, apply to

E. HOLLOWAY, General Agent.

Hongkong, 12th September, 1892. [8

VESSELS ON THE BERTH

THE CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

FOR NEW YORK VIA SUEZ CANAL.

THE Company's Steamship

"CHINGWO,"

G. L. Gratton, Commander, will be despatched as above on or about the 25th instant.

For Freight, apply to

ARNHOLD, KARBERG & CO., Agents.

Hongkong, 10th September, 1892. [1911

NORDDEUTSCHER LLOYD.

NOTICE.

STEAM FOR SINGAPORE, COLOMBO, ADEN, SUEZ, PORT SAID, BRINDISI, GENOA, ANTWERP, BREMEN, AND HAMBURG, PORTS IN THE LEVANTE, BLACK SEA AND BALTIC PORTS;

ALSO,

LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS.

THE COMPANY'S STEAMERS WILL CALL AT SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE.

N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES IN RUSSIA.

ON SUNDAY, the 18th day of September, 1892, at 10 A.M., the Company's Steamship "BAYERN," Captain H. D. Högemann, with MAILS, PASSENGERS, SPECIE, and CARGO, will leave this Port as above, CALLING AT GENOA.

Shipping Orders will be granted till Noon, Cargo will be received on Board until 4 P.M. Specie and Parcels until 3 P.M., on the 17th September. (Parcels are not to be sent on Board; they must be left at the Agency's Office). Contents and Value of Packages are required.

The Steamer has splendid Accommodation, and carries a Doctor and Stewardess.

For further Particulars, apply to

MELCHERS & Co., Agents.

Hongkong, 27th August, 1892. [17

FOR NEW YORK.

THE 3/3 L. I. I. German Ship

"CARL FRIEDRICH,"

Hask, Master, will load here for the above Port, and will have quick despatch.

For Freight apply to

SHEWAN & CO.

Hongkong, 9th August, 1892. [1698

FOR NEW YORK.

THE 3/3 L. I. I. American Ship

"ISAAC REED,"

Captain Waldo, will load here for the above Port, and have quick despatch.

For Freight, apply to

CARLOWITZ & Co.

Hongkong, 25th August, 1892. [1795

FOR NEW YORK.

THE 3/3 L.I.I. British Ship

"CONSTANCE."

Captain Tingley, will load here for the above port, and will have quick despatch.

For Freight apply to

REUTER, BRÖCKELMANN & Co.

Hongkong, 23rd August, 1892. [1786

SHIPPING IN PORT.

HONGKONG.

STEAMERS.

Alwine, German str., 400, C. Petersen, Sept. 5, Wieler & Co

Aigyll, British str., 1,886, Williamson, Sept. 11, Dodwell, Carlill & Co

Arratoon Apcar, Brit. str., 1,392, J. E. Hansen, Sept. 8, D. Sassoon, Sons & Co., for Calcutta

Ask, Danish str., 682, Rensbach, Sept. 12, A. R. Marty

Batavia, British str., 1,771, J. R. Hill, Aug. 12, Dodwell, Carlill & Co

Borneo, Dutch str., 1,490, H. Klein, Sept. 9, Jardine, Matheson & Co

Chi-yuen, Chinese str., 1,211, Nall, Sept. 11, C. M. S. N. Co

Cicero, British str., 1,030, A. George, Sept. 9, Chinese

Colonist, British str., 1,467, Mars, Sept. 12, Shewan & Co.

Continental, Dutch str., 672, Schall, Sept. 5, Butterfield & Swire

Devawongse, Brit. str., 1,057, Anderson, Sept. 11, Dodwell, Carlill & Co

Fatshan, British str., 1,425, W. J. Risby, H. C. & M. Steamboat Co., for Canton

Fooksang, British str., 991, Wilde, Sept. 11, Jardine, Matheson & Co

Frigga, German str., 1,400, Nagel, Sept. 12, Siemssen & Co., for Kobe & Yokohama

Hankow, British str., 2,235, Lloyd, Butterfield & Swire, for Canton

Heungshan, British str., 1,054, W. E. Clarke, H. C. & M. Steamboat Co., for Macao

Higo Maru, Japanese str., 632, Jones, Sept. 12, Geo. R. Stevens

Honam, British str., 1,311, G. B. Lafavour, H. C. & M. Steamboat Co., for Canton

Independent, Ger. str., 1,125, Schall, Sept. 5, Wieler & Co

Keemun, British str., 1,985, Kemp, Sept. 11, Arnhold, Karberg & Co., for London

Kiungchow, British str., 288, T. A. Webster, H. C. & M. Steamboat Co

Kowshing, British str., 1,355, Galsworthy, Sept. 11, Jardine, Matheson & Co., for Manila

Oceanic, British str., 3,808, Smith, Sept. 11, O. & O. S. S. Co., for San Francisco

Ooriyla, British str., 419, May 23, Butterfield & Swire

Pakshan, British str., 835, Jenkins, Sept. 12, Hop Hing Hong

Pasig, British str., 284, Chinese, for Canton

Phra Chom Klao, British str., 1,011, Fowler, Sept. 4, Yuen Fat Hong

Powan, British str., 1,342, W. Goggin, H. C. & M. Steamboat Co., for Canton

Presto, German str., 655, J. Jessen, Sept. 12, Siemssen & Co

Propontis, British str., 1,397, Farrand, Aug. 18, Arnhold, Karberg & Co

Swatow, German str., 631, C. Binge, Sept. 10, A. R. Marty

Taichiow, British str., 862, Unsworth, Sept. 3, Yuen Fat Hong, for Bangkok

Teresa, British str., 753, John Slaker, Sept. 11, Bun Moh

Torrington, British str., 1,565, Young, Sept. 9, Jardine, Matheson & Co

Verona, British str., 1,876, Seymour, Sept. 12, P. & O. S. N. Co., for Japan

Zambesi, British str., 1,530, Edwards, May 8

SAILING VESSELS.

Aron, Nor. bark, 614, Christensen, Sept. 2, Order

Belle of Bath, Amr. sh., 1,347, Curtis, June 27, Shewan & Co., for New York

Bittern, British sch., 393, Strouach, Sept. 3, Order

Bylgia, German bark, 333, Ploger, Sept. 1, Wieler & Co

Cambusdoon, Brit. bk., 1,200, Cailand, Aug. 20, Order

Carl Friedrich, German ship, 2,208, Hask, July 24, Shewan & Co., for New York

Charon Wattana, Siam. bk., 656, Koch, Sept. 12, Chinese

Constance, British sh., 1,596, Tingley, Aug. 18, Reuter, Brockelmann & Co., for New York

Else, German ship, 1,375, Bremers, Aug. 15, Arnhold, Karberg & Co

Florence Treat, British bark, 724, Paulson, Aug. 24, Order

Heinrich, German bark, 923, Henne, July 22, Chinese

Isaac Reed, Amr. ship, 1,489, Waldo, Aug. 11, Carlowitz & Co., for New York

J. D. Bischoff, German ship, 1,408, Meyer, July 21, Melchers & Co., for London

John McLeod, British ship, 1595, Henderson, June 9, Shewan & Co., for San Francisco

J. Y. Robbins, British sh., 1,760, Crosby, Sept. 11, Order

Kingdom of Saxony, British bark, 538, Broom, Aug. 14, Jardine, Matheson & Co

Lamma, British bark, 349, Vallintine, Sept. 2, Order

Levuka, British bark, 1,425, Travis, Aug. 20, Carlowitz & Co.

Marabout, British sh., 1,445, Ferguson, Aug. 18, Hewett & Co

Nam Shun Shing, Chinese 3-m. sch., 300, Lai Tong, Aug. 24, Chinese

Oriente, Italian bark, 1,53[illegible], Moreson, Aug. 17, D. Musso & Co

Richard Parsons, Amr. bark, 1,116, Thorndike, Aug. 26, Arnhold Karberg & Co

Santa Cruz, Amr. sch., 92, H. Basdo, Aug. 22, Wieler & Co.

Sierra Miranda, British ship, 1,808, McMaster, Aug. 3, Melchers & Co., for S. Francisco

Velocity, British bark, 1[illegible]8, R. Martin, Aug. 14, Chinese

Warrior, British ship, 1,687, Kitchin, Sept. 2, Order

Wm. Le Lacheur, British bark, 573, Roynell, Aug. 29, Gibb, Livingston & Co

AMOY.

In Port on 1st September, 1892.

Galveston, German bk., 619, Jacobsen, Aug. 31, Pasedag & Co

Macduff, British str., 1,832, Porter, Aug. 31, Boyd & Co

Newchwang, British str., 557, Wright, Aug. 16, Boyd & Co

Orient, German bk., 461, Christiansen, Aug. 26, H. A. Petersen & Co

Proteo, German str., 1,050, Johannsen, Aug. 31, H. A. Petersen & Co

Sebastian Bach, Brit. bk., 812, Hansen, July 18, Pasedag & Co

FOOCHOW.

In Port on 27th August, 1892.

Haeshin, Chinese str., 674, Wells, Aug. 25, C. M. S. N. Co

Higo Maru, Japanese str., 871, Jones, Aug. 26, Bathgate & Co

Lucia, British bark, 639, Wittmuss, Aug. 18, Chinese

SHANGHAI.

In Port on 6th September, 1892.

Achilles, British str., 1,480, Bartlett, Sept. 4, Butterfield & Swire

Audelana, British sh., 1,418, Richards, Aug. 30, C. & J. Trading Co

Anglo Indian, British bark, 441, Ray, Aug. 27, Nils Moller

Anna Bertha, Ger. bk., 469, Nielssen, Aug. 23, Nils Moller

Bayern, German str., 2,575, Hogemann, Sept. 3, Melchers & Co

Bokhara, British str., 1,693, Sams, Sept. 2, P. & O. S. N. Co

Cass, Chinese str., 704, Jenssen, June 15, Hopkins, Dunn & Co

Cathay, British str., 1,872, Symons, Aug. 20, P. & O. S. N. Co

Catterthun, Brit. str., 1,409, Shannon, Sept. 4, Gibb, Livingston & Co

Choysang, British str., 1,194, Bradley, Aug. 27, Jardine, Matheson & Co

Otto, German steamer, 378, Prandt, Sept. 2, Siemssen & Co

El Dorado, British str., 882, Balbernie, Sept. 6, Jardine, Matheson & Co

Escort, Amr. bark, 695, Waterhouse, April 5, Morris & Co

Fengshun, Chinese str., 863, Wallace, Sept. 5, C. M. S. N. Co

Fushun, Chinese str., 1,504, Lancaster, Sept. 2, C. M. S. N. Co

Ghazee, British str., 1,761, Scotland, Sept. 2, C. Mutual S. N. Co

G. R. Wappaus, British bark, 533, Christensen, Aug. 2, Nils Moller

Haechang, Chinese str., 350, Frigast, Sept. 3, C. M. S. N. Co

Haitan, German str., 741, Samuelsen, Sept. 5, M. B. Colliery Co.

Hilda, British sch., 306, Gehrk, Jan. 3, Nils Moller

Howard D. Troop, Brit. sh., 2,083, McLaughlin, Aug. 12, C. & J. Trading Co

Hsinchi, Chinese str., 1,062, Paramore, Aug. 20, C. M. S. N. Co

Imacos, Nor. bark, 577, Olsen, July 30, Fung Hing Hong

John Baisley, Amr. sch., Shepherd, April 24, T. W. Song

John D. Brewer, Amr. bk., 926, Josselyn, Aug. 29, Jardine, Matheson & Co

Kweiyang, Brit. str., 1,060, Outerbridge, Sept. 1, Butterfield & Swire

Luzon, Amr. ship, 1,339, Park, Aug. 22, W. Hewett & Co

Lyeemoon, Ger. str., 1,238, Heuermann, Sept. 2, Siemssen & Co

Mary L. Stone, Amr. sh., 1,420, Park, Aug. 29, Reuter, Brockelmann & Co.

Meefoo, Chinese str., 1,338, Lunt, Aug. 29, C. M. S. N. Co

Moyune, British str., 1,711, Perrells, Sept. 5, C. Mutual S. N. Co

Palinurus, British str., 1,536, Jackson, Aug. 31, Butterfield & Swire

Poliamaya Sveada, Russian sch., 35, Beyermann, June 24, Capt. Parker

Procyon, British ship, 1,995, Dunda, Sept. 2, C. & J. Trading Co

Satsuma, British bark, 364, Suenson, June 20, Morris & Co

Soochow, British str., 999, Austin, Aug. 25, Butterfield & Swire

Strathleven, Brit. str., 1,588, Cormack, Sept. 1, Dodwell, Carlill & Co

Taisang, British str., 1,505, H. Hogg, Sept. 1, Jardine, Matheson & Co

Taiwan, British str., 1,156, Anderson, Sept. 2, Butterfield & Swire

Tsukushi-maru, Jap. str., 636, Will, Sept. 4, M. B. Kaisha

Wenchow, British str., 860, R. Binns, Aug. 28, Butterfield & Swire

Yangtse, French str., 1,912, Schmitz, Sept. 1, Messageries Maritimes

Yengping, Chinese str., 507, Richards, Aug. 31, C. E. & Mining Co.

NAGASAKI.

In Port on 31st August, 1892.

Amoy, German str., 462, Wulff, July 31, Holme, Ringer & Co

Kosaki-maru, Barge, 406, Kagawa, Nippon Yusen Kaisha

Nierstein, German str., 731, L. Albers, Aug. 28, C. & J. Trading Co

Thermopylæ, Brit. sh., 917, Winchester, Aug. 22, Holme, Ringer & Co

Wildwood, British ship, 1,486, Smith, Aug. 24, C. & J. Trading Co

KOBE.

In Port on 30th August, 1892.

Angers, British str., 2,076, Pinkham, Aug. 24, Smith, Baker & Co

Ardgay, British str., 1,089, J. Thom, Aug. 29, Jardine, Matheson & Co

Chingtu, British str., 2,340, Hunt, Aug. 24, Butterfield & Swire

Fushiki-maru, Jap. str., 1,212, Barstow, Aug. 28, Nippon Yusen Kaisha

Ise-maru, Japanese str., 771, Iwato, July 23, Nippon Yusen Kaisha

John R. Kelley, Amr. ship, 2,258, Gibbons, July 28, C. & J. Trading Co

Owari Maru, Japanese str., 656, Kaya, Aug. 27, Nippon Yusen Kaisha

Pollux, German str., 898, Hellmers, Aug. 26, Chinese

Radnorshire, Brit. str., 1,890, Davis, Aug. 27, Samuel, Samuel & Co

Salatiga, Ger. str., 1,673, Hildebrandt, Aug. 27, Simon, Evers & Co

St. Frances, Amr. ship, 1,310, Wilbur, Aug. 27, Delacamp & Co

YOKOHAMA.

In Port on 27th August, 1892.

Arctic, British sch., 49, Wilson, Nov. 20, Master

Benvenue, British str., 1,467, Thomson, Aug. 27, Cornes & Co

Camelot, British str., 1,864, Thomas, Aug. 18, Samuel, Samuel & Co

SHIPPING IN PORT.

China, British str., 2,600, Seabury, Aug. 20, P. M. S. S. Co

Chingwo, British str., 1,543, Gratton, Aug. 22, W. M. Strachan & Co

Esmeralda, British sch., 148, Harrison, July 16, Jardine, Matheson & Co

Evestian Abbey, Brit. sh., 1,613, Crosty, July 29, Smith, Baker & Co

Frigga, German str., 1,536, F. Nagel, Aug. 23, Simon, Evers & Co

Glengarry, British str., 1,925, Selby, Aug. 21, Jardine, Matheson & Co

R. Morrow, Brit. bk., 1,153, McDougall, July 29, Jardine, Matheson & Co

Timandra, British ship, 1,500, Mowatt, June 21, Fraser, Farley & Co

Yangtse, French str., 1,912, Schmitz, Aug. 18, Messageries Maritimes

BANGKOK.

In Port on 27th August, 1892.

Sua Pan, British bark, 574, Berndt, Nov. 5, Hock Poh

Bu[illegible] Tinga, Siamese str., 107, S. Schmiegelow, Chantaboon Agency

Dorothy, British barque, 310, August 5

Nicoya, British bark, 594, Norris, Aug. 24, Hang Lee

Queen of England, Siamese bark, 463, Spencer, July 25, Master

Siam, British str., 991, Tulloch, Aug. 25, Kin Ching

Sostrini, Norw. bark, 490, Nielson, O[illegible] 1[illegible], Windsor & Co

Taichiow, British str., 862, Unsworth, Aug. 23, Windsor & Co

HER BRITANNIC MAJESTY'S SHIPS IN THE CHINA SQUADRON.

Alacrity, d.s., steel despatch boat, 4 guns, 3,180 h.p., Capt. C. A. Alair, at Yokohama

Archer, cruiser, 6 guns, 3,500 h.p., Capt. J. Ferris, at Yokohama

Caroline, cruiser, 14 guns, 1,410 h.p., Capt. Wm. R. Clutterbuck, at Shanghai

Egeria, surveying-ship, Comd. A. M. Field, at Sandakan

Esk, double-screw gunboat, 3 guns, 310 h.p., Lieut.-Comd. [illegible] Anson, at Shanghai

Firebrand, composite gunboat, 4 guns, [illegible] h.p., Lieut.-Com. G. Tufnell, at Hongkong

Hyacinth, cruiser, 8 guns, 1,190 h.p., Capt. [illegible] W. Craigie, at Yokohama

Imperieuse, [illegible] cruiser, 10 guns, 10,000 h.p., Capt. J. M. Mcqubae, at Yokohama

Leander, cruiser, 10 guns, 5,500 h.p., Capt. Castle, at sea

Linnet, gunboat, 3 guns, 1,050 h.p., Lieut.-Com. G. A. [illegible] (Comd.), at Swatow

Mercury, cruiser, 11 guns, 7,390 h.p., Capt. Chas. J. Balfour, at Singapore

Pallas, cruiser, 8 guns, 7,500 h.p., Capt. Angus MacLeod, at Yokohama

Peacock, gunboat, 6 guns, Lieut.-Comd. Ingram, at Kiukiang

Penguin, sloop, Commander W. U. Moore, at Shanghai

Pigmy, gunboat, 6 guns, 1,200 h.p., Lieut.-Com. Hewett, at Shanghai

Plover, gunboat, 6 guns, 1,200 h.p., Lieut.-Com. L. K. Hall, at Singapore

Porpoise, steel torpedo cruiser, 6 guns, 3,500 h.p., Capt. C. L. Burr, at Hongkong

Rattler, composite gunboat, 6 guns, 1,200 h.p., Lieut.-Com. J. W. Heugh, at Yokohama

Redpole, gunboat, 6 guns, 1,200 h.p., Lieut.-Com. Freeman, at Nagasaki

Severn, cruiser, 12 guns, 5,000 h.p., Capt. R. F. H. Henderson, at Yokohama

Tolent, torpedo mining launch, at Hongkong

Swift, double-screw gunboat, 2 guns, 1,010 h.p., Capt. Brudes, at Kobe

Tweed, double-screw gunvessel, 3 guns, 350 h.p., in reserve, at Canton

Victor Emanuel, receiving ship, 20 guns, Commodore H. St. L. B. Palliser, at Hongkong

Wivern, turret ironclad, 4, 1,450, in reserve, at Hongkong

FOREIGN MEN-OF-WAR ON THE CHINA AND JAPAN STATION.

Admiral Korniloff, Russian cruiser, Capt. Mledusieff, at Vladivostock

Alert, Amr. corv., 8 guns, Capt. R. D. Hitchcock, at Nagasaki

Alexandrine, German corvette, Capt. von Frantzius, at Shanghai

Alliance, Amr. corv., Comd. Felix McCurley, at Nagasaki

Aspic, French gunboat, 4 guns, Capt. Journet, at Saigon

Bongo, Portuguese g-bt., 400 h.p., Lieut.-Com. Moreira de Sa, at Macao

Bobre, Russian cruiser, 13 guns, 1,100 h.p., Capt. Bovis, at Vladivostock

Comete, French gunboat, Lieut. Martel, at Haiphong

Curtatone, Italian cruiser, 4 guns, 1,100 h.p., Capt. Palermo, at Shanghai

D. Antonio de Ulloa, Spanish cruiser, 4 guns, Capt. Deor, at Shanghai

Dio, Portuguese g-bt., 6 guns, 700 h.p., Captain M. A. Gomes, at Hongkong

Dmitri Donskoy, Russian cruiser, Capt. Alessen, at Nagasaki

Iltis, German gunboat, 4 guns, 4,340 h.p., Capt. Muller, at Shanghai

Inconstant, French gunboat, Capt. Jonquieres, at Saigon

Koreetz, Russian gunboat, Capt. Fillisoff, at Shanghai

Kraysser, Russian corvette, 6 guns, 1,200 h.p., Capt. Rojestwensky, at Vladivostock

Lancaster, American frigate, Capt. H. B. Seely, at Nagasaki

Leipzig, German frigate, Captain Rotger, at Yokohama

Lion, French g-bt., Capt. Papaix, at Shanghai

Lutin, French g-bt., Com. Nenny, at

Mandjour, Russian cruiser, 7 guns, Com. Brandt, at Hankow

Marion, Amr. corvette, 6 guns, Capt. J. R. Bartlett, at Yokohama

Monocacy, Amr. cruiser, 6 guns, 1,740 h.p., Com. Barber, at Shanghai

Nayesdnik, Russian cruiser, 9 guns, 253 h.p., Capt. Zarine, at Vladivostock

Palos, Amr. gunboat, 6 guns, 500 h.p., Lieut.-Com. J. C. Kich, at Nagasaki

Pamiat Azova, Russian cruiser, Capt. S. Bauer, at Nagasaki

Parseval, French cruiser, Capt. Fourest, at Japan

Petrel, Amr. gunboat, Lieut.-Com. M. R. S. Mackenzie, at Wuhu

Pluvier, French g-bt., Capt. Lapal, at Hongkong

Reina Cristina, Spanish frigate, Don Calos D. Igale, at Yokohama

San Quintin, Spanish gunboat, at Japan

Sivontch, Russian cruiser, 13 guns, Capt. A. Plaskin, at Shanghai

Sophie, German cruiser, Captain Herbing, at Nanking

Swatara, Amr. corvette, Com. P. H. Cooper, at Yokohama

Triomphante, French frigate, Capt. De La Noe, Breizal, at Yokohama

Villars, French cruiser, 15 guns, 550 h.p., Capt. Thounens, at Chefoo

Vipère, French gunboat, 4 guns, 425 h.p., Capt. Constella, at Shanghai

Vitiaz, Russian cruiser, Capt. Zarine, at Nagasaki

Vostock, Rus. g-bt., 4 guns, Com. Molchonsky, at Vladivostock

Wolf, German gunboat, 2 guns, 340 h.p., Lieut.-Com. Hellhoff, at Hongkong

Yakout, Russian corvette, 7o5, Chunslevsk, at Nagasaki

Zabiaka, Russian cruiser, Capt. De Livron, at Nagasaki

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